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MANUFACTURERS' RECORD

A Weekly Southern Industrial and Hardware Newspaper.

Vol. XIII No. 21.
WEEKLY.

BALTIMORE, JUNE 30, 1888.

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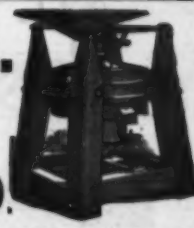
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Report of the AQUEDUCT Commissioners.

[NEW CROTON AQUEDUCT, NEW YORK.]

AN ELABORATE VOLUME, CONTAINING AUTHORITATIVE TABLES BY THE CHIEF ENG., B. S. CHURCH. JUST ISSUED.

PLANT (by actual count from Table 13.)

Number of Ingersoll Drills used..... 245

Number of Drills of all other kinds used..... 303

PROGRESS (by actual figures from Table 8.)

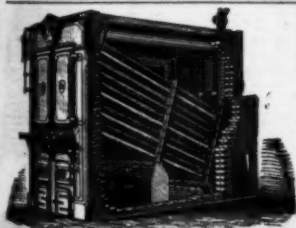
Average weekly progress in best 10 headings that used Ingersoll Drills exclusively (omitting all idle ft. weeks)..... 38.73

Average weekly progress in best 10 headings that used other drills exclusively (omitting all idle weeks) 31.88

DIFFERENCE OF 20 PER CENT. IN FAVOR OF INGERSOLL DRILLS.

All headings where Ingersoll Drills were used exclusively have been completed, except the section under Harlem River, now being driven by Ingersoll Drills and Air Compressors. Send for description of Aqueduct, with Engineers' Tables of Progress and Catalogue. Sent free.

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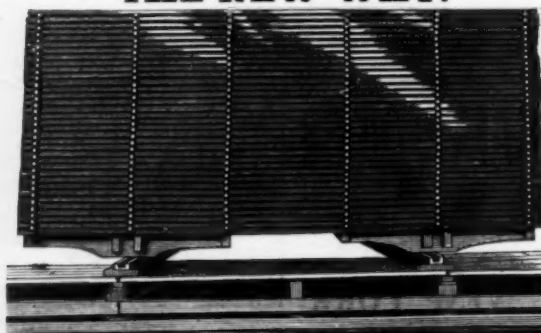
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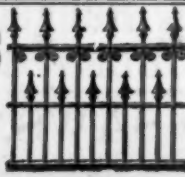
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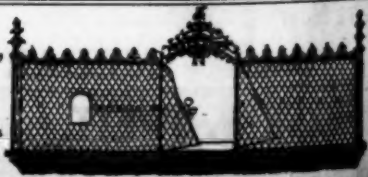


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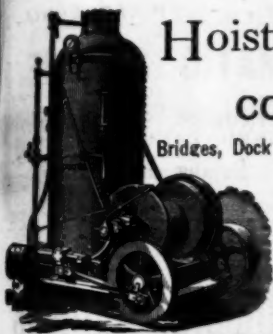
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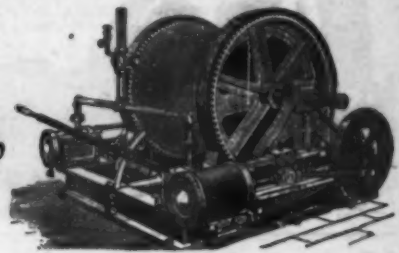
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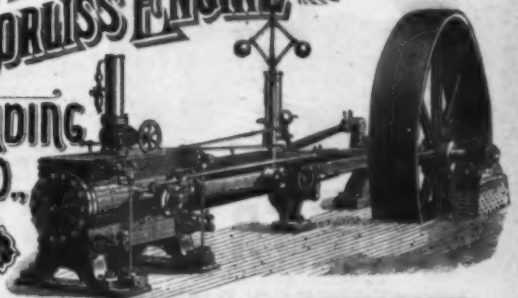
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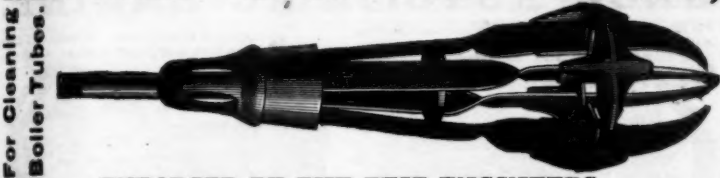
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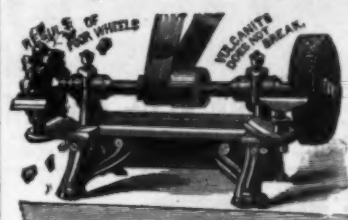


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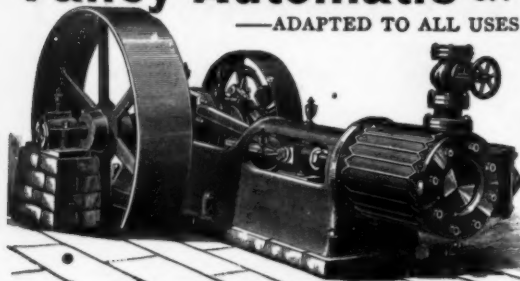
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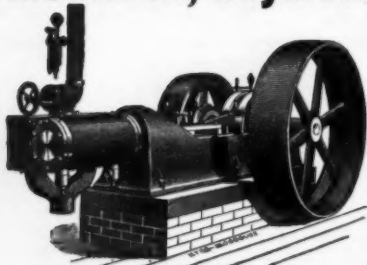
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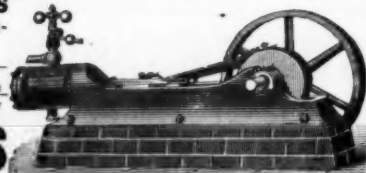
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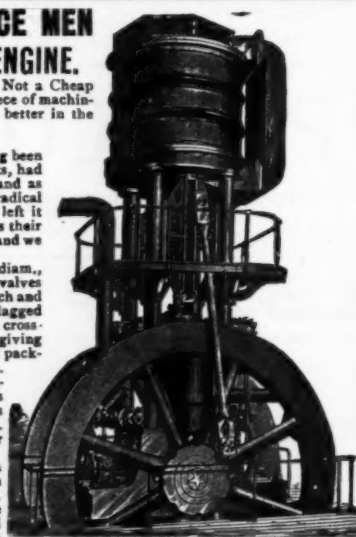
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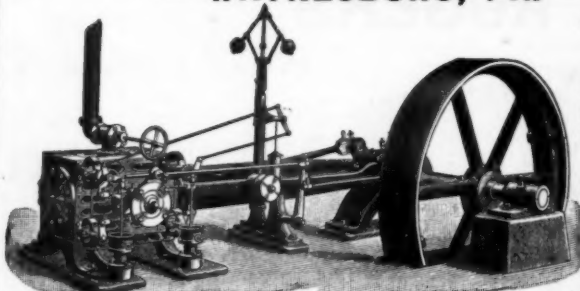
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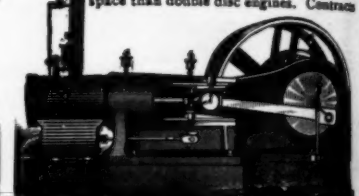
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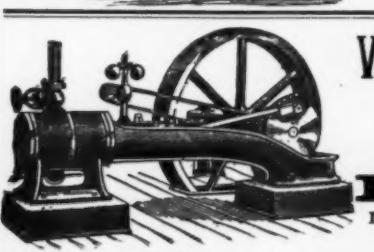
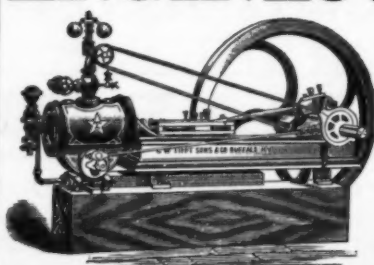
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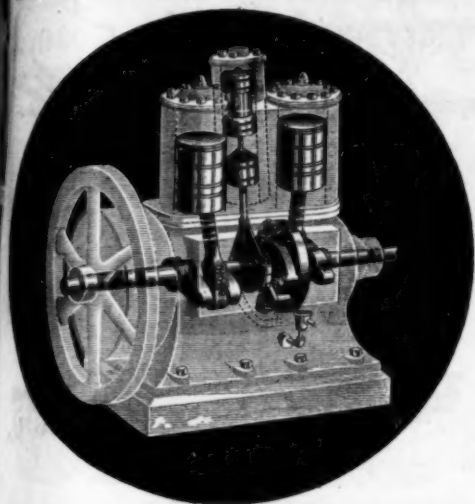
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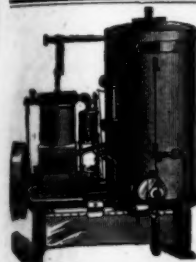
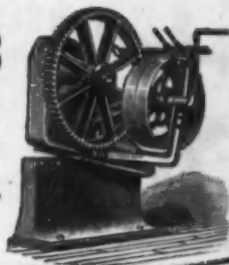
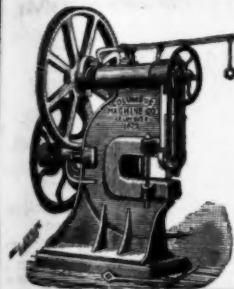
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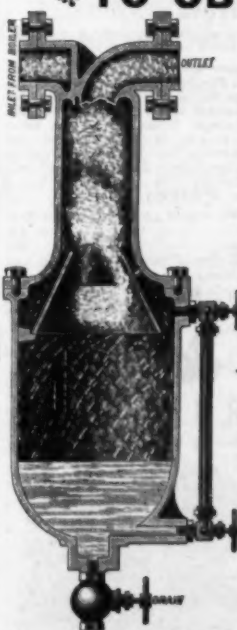
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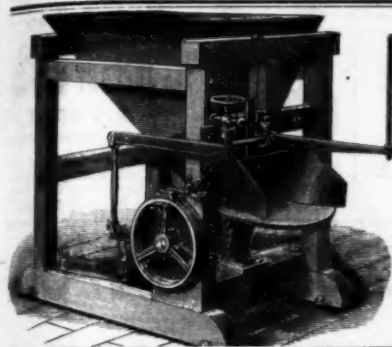
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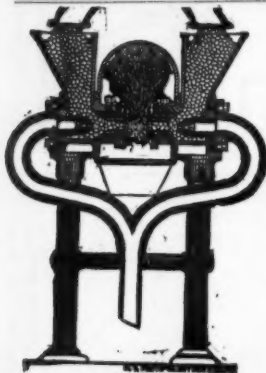


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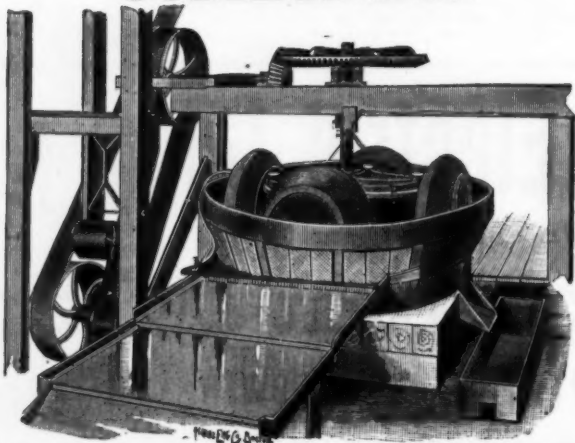


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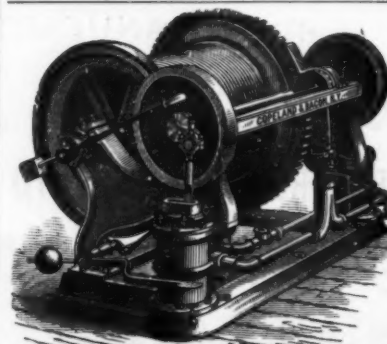
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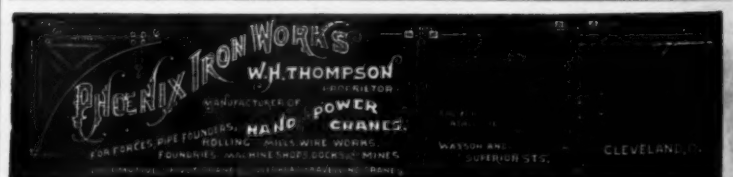
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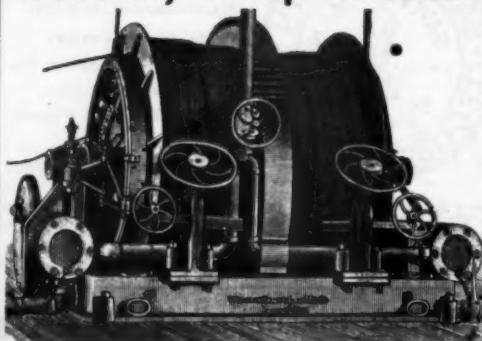
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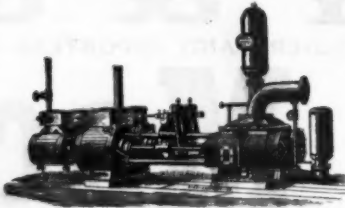
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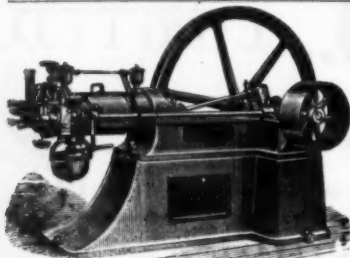
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Editor Manufacturers' Record:

We are highly pleased with the returns from our advertisement in your journal, and take pleasure in commending it to others in our line as a valuable medium for reaching the trade. Yours very truly,
CORDESMAN, MEYER & CO.

F. F. Waters Manufacturing Co., Manu-
facturers of Smith's Patent

Friction Drill.

BOSTON, MASS., February 4, 1888.

Editor Manufacturers' Record:

It gives us pleasure to state that our "ad." in the Manufacturers' Record has brought us, on the average, about 30 letters per month. We consider it a paying investment. Respectfully,
F. F. WATERS MFG. CO.

F. F. Adams Co., Manufacturers of
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ERIE, PA., March 10, 1888.

Editor Manufacturers' Record:

The "ad." we have in your paper we consider one of the best investments we have made this year. We are receiving numerous enquiries from first-class houses, asking for catalogues and best cash prices. This is our second year with you, and we can trace a number of our orders direct to our "ad." in the Record. We have tried other papers who claim to reach the trade we are seeking, and have settled on the Manufacturers' Record as being superior to all others for Southern trade. Yours truly,
THE F. F. ADAMS CO.

Fletcher & Thomas, Manufacturers of
All Kinds of Brick-makers'
Supplies.

INDIANAPOLIS, IND., April 6, 1888.

Editor Manufacturers' Record:

We are happy to say that the direct results from our advertisement in the Manufacturers' Record have been very satisfactory. Our trade throughout the South since January 1 has more than doubled that of last year, and very largely we have this come from the fact of your paper reaching to all quarters, and directly to those who are looking for improved machinery. Hardly a day passes that we do not receive letters saying "we see by the Manufacturers' Record that you have improved brick machinery, etc. etc." We heartily recommend your paper as a medium for reaching the people. Yours very truly,
FLETCHER & THOMAS.

Garcin, Moseley & Böhmer, Sales
Agents Southern Rubber Co.

RICHMOND, VA., April 26, 1888.

Editor Manufacturers' Record:

We desire to write you our opinion as to how we regard the Manufacturers' Record as a reliable source of information and as an advertiser. We are pleased to say we have found it to be by far the most reliable paper of the kind published, and, as we have subscribed to all kinds of papers, we think we are in a position to judge. We have discontinued all subscriptions to papers purporting to be of the same class, as we find all the information regarding the condition of new enterprises in the Manufacturers' Record about one week ahead of any of the other journals. Through your Construction Department we have secured some of the largest orders placed in the South for rubber and leather belting, among them that of the Empire Lumber Co., at Empire, Ga., to whom we furnished some \$2,000 worth of belting; the Orange Park Lumber Co., at Orange Park, Fla.; the Houston Oil Works, Brenham, Texas, and many others too numerous to mention. We cheerfully give you an advertisement, and feel assured that the money is well spent. We will say we do not believe in newspaper advertising, and your paper is the only one in which we would care to have an advertisement of any kind. We have been subscribers to the Manufacturers' Record for three or four years, and intend to keep up our subscription as long as the paper is published. Very truly,
GARCIN, MOSELEY & BÖHMER.

Increase in Railroad Earnings.

The earnings of the railroads continue to show a favorable increase as compared with last year, which is one among many signs indicating good prospects for active times this fall. It is especially gratifying to note that Southern roads make a very good show, their earnings exhibiting a large increase over the corresponding months of 1887 and 1886. The aggregate earnings of 109 roads for May, as reported by Bradstreet's, were \$27,987,134, against \$26,466,517, an increase for the whole country of 5.7 per cent., while the increase on Southern roads is 9.3 per cent.

Comparing the earnings for five months of 1888 with the same period of preceding years, we have the following table:

PERCENTAGES OF INCREASE OF EARNINGS FOR FIVE MONTHS OF 1888, COMPARED WITH 1887, 1886 AND 1885.			
	1887.	1886.	1885.
Roads.....	1887.	1886.	1885.
Granger.....	2.0	10.5	8.3
Central Western.....	1.6	16.0	21.0
Eastern.....	0.3	14.0	24.0
Southern.....	9.0	95.0	26.0
Southwestern.....	7.7	31.0	47.0
Far-western.....	21.0	40.0	50.0
Totals.....	3.3	23.0	27.0
Miscellaneous.....	9.0	25.0	40.0
Grand totals.....	4.0	20.0	24.0

These figures show a decrease in the first five months of 1888 compared with 1887 of 2 per cent. on granger roads, and 1.6 per cent. on central Western, and on Eastern roads a gain of but 0.3 per cent., while Southern roads exhibit an increase of 9 per cent. over 1887, 25 per cent. over 1886 and 26 per cent. over 1885. In view of these very heavy gains, it can readily be understood why the capitalists of the country are giving so much attention to railroad building in the Southern States. And yet the magnitude of the railroad traffic which is being developed by the iron interests is scarcely realized. The furnaces that are now blowing in in Alabama will rapidly swell the volume of railroad traffic, and as stated elsewhere in this issue, the iron industries of that State will next year furnish about fifty times as many tons of freight to the railroads as the entire cotton crop of Alabama. The freight business developed by a large furnace is simply immense. A few figures will illustrate and enforce this point. The four furnaces at Ensley City, supposing that they should make their estimated output of 720 tons a day, would furnish of inward freight of ore, coke and limestone, and outward freight of iron upwards of 1,200,000 tons a year, on the basis of 300 days. This would be six times the tonnage of the entire cotton crop of the State, which is only about 200,000 tons a year. Bessemer's two new furnaces would furnish between 450,000 and 500,000 tons of freight, or twice as much as the cotton crop; Anniston's two new furnaces, between 600,000 and 700,000 tons, or three times as much as the cotton crop, and Sheffield, which but four years ago was a corn field, will furnish about 1,200,000 tons from its five furnaces. Thus, the new furnaces at these four places alone will develop an entirely new

freight business of about 3,500,000 tons a year, equal to 175,000 carloads at 40,000 lbs. each.

These figures tell why railroad earnings are increasing so rapidly in the South, and why there is greater activity there in railroad construction than in any other part of the country.

Important Railroad Movements.

Some of the movements now taking place in Southern railroad interests are of more than usual importance. Few events in that line have exceeded in importance the entrance into Birmingham of the Georgia Central through its extension, the Columbus & Western. The Georgia Central is noted as one of the most progressive roads in the South, and with nearly 2,000 miles of track and great wealth, its managers can afford to be progressive. They have seen the growth of the iron interests of Alabama, and, realizing the magnitude of the traffic which is being developed in that State, they have built right into the heart of the mineral region, and have opened a direct, almost an air line from Birmingham to Savannah, where their own steamers carry the freight of their road to New York. The extension of their line into Alabama means that this rich corporation will now vie with the Louisville & Nashville in the development of that State. The effect of this upon the future of Alabama can hardly be overestimated.

If current reports are true the Richmond & Danville and the Atlantic Coast Line are to make Norfolk instead of West Point their chief tidewater terminus, and arrangements have already, it is said, been consummated with that in view. This would turn to Norfolk a vast traffic seeking an outlet to the North and to Europe which would almost revolutionize the trade of that port and make it one of the leading shipping points on the Atlantic coast.

The Louisville & Nashville, which has been one of the most powerful factors in the development of Alabama, is pushing its extensions in every direction, determined to open up that country wherever coal or iron afford the possibility of furnishing paying traffic. It is now extending one branch from Birmingham to Huntsville, which will cross the Tennessee river probably at Guntersville, affording in this way a direct line by connection there, through the Tennessee & Coosa and the Anniston & Cincinnati, with Anniston. This company will then be able to draw its business from Birmingham and the adjacent towns, Florence, Decatur, Sheffield, Anniston and other places, thus practically giving it a liberal share of the trade of every iron center in that State. It is, moreover, reported that the managers contemplate an extension to Bristol, Tenn., and engineers are said to be now in the field locating this route.

In other directions important rail-

road moves are being made, and the operations in the South during the next twelve months promise to be of unusual interest.

A Honey Grove.

Georgia has long been noted for its remarkable productions. It has more wonderful things to boast over, or at least boasts over more wonderful things than any other State in the Union. If anything out of the usual line is heard of, nine times out of ten it is safe to guess that it came from Georgia. And now Georgia comes to the front again. This time it is a honey grove, or rather a grove of honey trees. The story goes—its reliability is, of course, unquestioned, for no one is surprised at hearing of new and marvellous things in Georgia—that some years ago a swarm of bees settled in a large hollow oak and remained there undisturbed for three years. At the end of that time the owner of the tree concluded that he would tap the tree by boring in with an auger and inserting a faucet. His success was great, and six barrels of pure honey flowed out. In a few days he noticed a large number of young twigs putting out from the body of the tree, and pulling off one, found that instead of sap, honey ran out. Then a bright idea struck him, and he took 300 of these twigs and planted them. At the end of three years they had grown so large that he determined to experiment, and so bored a hole into one of the trees. What was his joy to find his expectations fully realized and a stream of pure strained honey gush out. Then he quickly ordered 300 faucets and inserted them into the trees. As he turned them on the honey flowed freely, and he averaged 10 gallons from each tree. The next year each tree yielded 20 gallons, and last year the amount increased to one barrel to each tree. Next!

ONE of the brightest and best of New York's weekly papers is The Epoch. It is a journal of general interest, devoted to literature and current news—always entertaining and free in every respect from anything that tends to sensationalism.

THE increase in the assessed value of property in Tennessee this year will, it is said, be \$100,000,000 greater than in 1887, or a total of \$325,000,000 against \$225,000,000 last year. Everything shows how rapidly the prosperity of the South is increasing, and this is but another illustration.

ROME, GA., continues to show its enterprise, and now an exhibition company has been organized and the money raised for holding an exhibition devoted to North Georgia and Alabama. The wonderful wealth of these two sections will doubtless be fittingly displayed at Rome, and that this fair will prove a success hardly admits of any questioning.

SIX MONTHS' PROGRESS.

Continued Rapid Industrial Development of the South.

A Wide Diversity of New Enterprises.

In looking over the whole field of Southern industrial progress, the prospects were never before, we think, more cheering. Though there is less excitement than marked the latter part of 1886 and the early months of 1887, and fewer great iron companies are organizing, yet there is a more general diversified development, and in all lines as well as in all parts of the South increasing activity in manufacturing and railroad interests, and hence increasing prosperity is found.

The South is now about to reap the benefits of the gigantic iron plants, the building of which has virtually locked up so much capital for 12 months or more. The new furnaces, about which so much has been said, are one after another going into blast, and thus are becoming wealth creators. For over a year vast sums of money have been going into their construction; into the opening of new mines to furnish them with ore and coke and limestone, and into new railroads to handle the immense traffic which they will develop. Now there is to be a change. A number of these furnaces have already blown in, and at Ensley, Bessemer, Nashville, Pulaski, Lynchburg, Birmingham and elsewhere they are creating from the hitherto valueless, because unused, materials great wealth, which must inevitably help to bring prosperity to the whole South. The production of pig iron alone in Alabama next year will greatly exceed in value the entire value of all manufactures in that State in 1880, and when to this we add the product of the immense rolling mills, car works, car wheel works, stove foundries, machine shops and kindred iron enterprises which have been established during the last few years, in addition to other manufactures of wood, cotton, fertilizers, etc., we can gain some idea of what this industrial development means. In 1880 the value of the manufactured products of Alabama was \$13,000,000, and the value of the agricultural products \$56,000,000, or considerably more than four times as great. In 1889 the value of the products of the manufacturing and mining interests of that State will exceed the average yearly value of all agricultural products. Moreover, the manufacturing and mining products will next year furnish fifty times as much freight to the railroads as the entire cotton crop of the State. What Alabama is doing in developing her industrial resources is being vigorously followed by every Southern State. In Tennessee, in Kentucky, in the Virginias, the Carolinas, Georgia, and even through Mississippi, Arkansas, Louisiana and Texas, this increase in the magnitude of the manufacturing interests is going on with surprising rapidity. Possibly the gain in these States has not been quite so marked as in Alabama, but still it has been wonderful to contemplate.

While this marvellous industrial development, which is so revolutionizing many interests, has been in progress, it has not been made at the expense of agriculture. On the contrary, it has greatly helped the farmers. To many of them it has furnished a home market for fruits and vegetables, which is now becoming a most important industry, and to all of them it has given a new inspiration to still greater work in the development of the agricultural resources of their country. It has thrilled the whole South with new energy and new life, and the farmers, as well as those directly engaged in industrial pursuits, have felt its beneficial effect.

In view of the phenomenal activity in the organization of new manufacturing and mining companies during 1887, it might have been very naturally supposed that there would be something of a lull this year until the period of construction had passed and these enterprises had gotten under full headway. To some small extent this is true, more especially in the iron interests; but, on the other hand, there has been even greater activity in the establishment of diversified industries. Cotton-mill building has been pushed with great vigor, and this industry, which ought to surpass even the iron interests in magnitude, promises to continue its growth until much of the cotton raised in the South is manufactured there.

One of the most noticeable features of the development of new industries, new at least to much of the South, is the canning business. Factories for canning fruits and vegetables are springing up all over that section, and much of the fruit which has heretofore rotted on the ground will now be saved, while the cultivation of vegetables suitable for canning is being greatly stimulated. This business is now attracting very marked attention, and the number of new factories started this year is many times greater than during the corresponding period of 1887.

The increasing diversity is aptly illustrated in the following comparison of the number of new enterprises reported during the first six months of 1888, 1887 and 1886:

	First six months of 1888.	1887.	1886.
Iron furnace companies.....	6	20	7
Machine shops and foundries.....	78	53	40
Agricultural implement factories.....	6	11	7
Flour mills.....	72	68	48
Cotton mills.....	45	44	8
Furniture factories.....	33	33	18
Gas works.....	18	24	15
Water works.....	53	46	15
Carriage and wagon factories.....	53	46	15
Electric light companies.....	80	30	17
Mining and quarrying enterprises.....	260	323	70
Lumber mills, including saw and planing mills, sash and door factories, stove factories, &c.....	430	361	248
Ice factories.....	33	55	30
Canning factories.....	170	49	3
Stove foundries.....	4	116	30
Brick works.....	95	116	30
Miscellaneous iron wks., roll'g mills, pipe wks., &c.....	13	47	8
Cotton compresses.....	20	26	7
Cotton-seed oil mills.....	15	13	2
Miscellaneous enterprises not included in foregoing.....	542	505	214
Total.....	2,023	1,855	812

These figures show 2,023 new enterprises for the first six months of 1888, against 1,855 for the corresponding time last year, and 812 for the corresponding time of 1886. Thus for the first six months of this year there were largely more than double as many new enterprises projected in the South as during the same time of 1886.

Throughout the South the reports as to the growing crops are very favorable. The acreage of corn and cotton are both larger than last year, and the condition is generally good, so that there is a possibility that the yield of these staples this season may even surpass the phenomenally large crop of 1887. If this should prove true, the South's prosperity would be something remarkable as compared with any year since the war, for Southern farmers are already in fairly good financial condition from the profitable results of the large yields of last year. A combination of prosperity among the farmers and the great industrial activity would put the South forward very rapidly.

Basing our calculations upon returns received directly by the MANUFACTURERS' RECORD, amply authenticated and verified, and in the case of incorporated companies, compared with the official reports of the State officers, we find that during the first six months of 1888 the amount of capital, including capital stock of incorporated companies, represented by the new manufacturing and mining enterprises organized or chartered at the South, aggregates about \$81,500,000. It is of course true that with many of these companies the actual cash investment is not so large as the amount of their capital stock; but there are many small manufacturing enterprises,

portable saw mills, small grist mills, ginneries and similar small industries, costing from a few hundred to a thousand dollars, that are not included in this list. The aggregate cost of these would be very considerable and partly, though not wholly, offset the too great capitalization of some incorporated companies. In addition to these, every manufacturing enterprise is constantly adding here and there a new piece of machinery, which in the aggregate is very great; but we take no account of that, only including cases where a mill is greatly enlarged, remodeled, or other extensive improvements made.

Summing up the amount of capital and capital stock represented by our list of new enterprises and the enlargement of old plants for the first six months of 1888, we have:

	First six months of 1888.
Alabama.....	\$14,940,000
Arkansas.....	4,970,000
Florida.....	2,030,000
Georgia.....	5,790,000
Kentucky.....	3,144,000
Louisiana.....	1,775,000
Maryland.....	3,120,000
Mississippi.....	837,000
North Carolina.....	3,699,000
South Carolina.....	3,153,000
Tennessee.....	6,005,000
Texas.....	11,740,000
Virginia.....	5,965,000
West Virginia.....	3,993,000
Total.....	\$81,500,000

In the following list we give the name, location and character of business of the new enterprises organized during the three months ended June 30, 1888, and existing establishments rebuilt (after being burned) or enlarged, having given in our issue of March 31 the list for the first three months of the year:

ALABAMA.

LOCATION.	NAME.	BUSINESS.
Anniston.....	Univ. Horse Shoe Mfg. Co.	Horse Shoe Factory.
Anniston.....	U. S. Rolling Stock Co.	Additional Foundry.
Anniston.....	Anniston & Cincin. R. R.	Machine Shops.
Anniston.....	Midway Machine Co.	Dum'y Engines, Fdy., &c.
Anniston.....	Samuel Noble, prest.	Stove Works.
Anniston.....	Farrar & Higgins.	New Planing Mill.
Anniston.....		Hardware Factory.
Anniston.....	Alabama Ice Co.	Ice Factory.
Anniston.....	Comer & Trapp.	Grist Mill.
Anniston.....	J. A. Fry.	Carriage & Wagon Shop.
Anniston.....	Univ. Horse Shoe Mfg. Co.	Copperage Factory.
Anniston.....	E. E. & J. C. Chesney.	Harness Factory.
Anniston.....	Jose Garzon.	Cigar Factory.
Atalla.....	Stewart & Hammond.	Ore Mining.
Atalla.....	McCormac & Ray.	Planing Mill & Sash Fcty.
Atalla.....	G. C. Crump.	Iron Ore Mining.
Barber County.	Clark & Chris. Lumber Co.	Saw Mill.
Bear Creek Sta. J.	R. Phillips.	Saw Mill.
Bessemer.....	Marvel City Brick Co.	Brick Works.
Bessemer.....	Bessemer Ice Mfg. Co.	Ice Factory.
Bessemer.....	Besse. Fire Brick & Tile Co.	Fire Brick & Tile Wks.
Bessemer.....	Bessemer Screw Factory.	Screw Factory.
Bessemer.....	Bessemer Machine Co.	Foundry & Machine Shop.
Bessemer.....	Magnet Publishing Co.	Printing, &c.
Birmingham.....	Birmingham Railroad.	Repair Shops.
Birmingham.....	Baxter Stove & Mfg. Co.	Doubling Stove Works.
Birmingham.....	Ala. Grooved Pkt. Fence Co.	Picket Fence.
Birmingham.....	Birm. Hardware Mfg. Co.	Hardware Factory.
Birmingham.....	Ala. Sewanee Coal & Cke Co.	Coal Mining, &c.
Birmingham.....	Sloss Iron & Steel Co.	Repair Furnace.
Birmingham.....	South'n Smet. & Reduc. Co.	Mining, &c.
Birmingham.....	Gilbreth Construction Co.	Construction, &c.
Birmingham.....	Birm. Soap Works.	Increased Capital.
Birmingham.....	Ala. Gold Mining Co.	Gold Mining.
Birmingham.....	Henderson Steel Co.	Steel Works.
Birmingham.....	Coal City Coal & Coke Co.	Mining, &c.
Birmingham.....	East Birm. Smelting Co.	Bronze and Brass Works.
Birmingham.....	Chemical Steel Co.	Steel.
Birmingham.....	Edison Electric Illum. Co.	Increase Capital.
Birmingham.....	Valentine, Gibb & Co.	Brass Foundry.
Birmingham.....	Lorenz.	Trunk Factory.
Birmingham.....	Sloss Iron & Steel Co.	Increased Capital.
Birmingham.....	L. Golden & Co.	Bottling Works.
Birmingham.....	Marbury, Jones & Co.	Planing Mill.
Birmingham.....	Youngblood & Ehrman.	Planing Mill.
Birmingham.....	Artificial Stone Co.	Artificial Stone.
Birmingham.....	Porter Mfg. Co.	Sash, Door & Blind Fcty.
Birmingham.....	Falls, Walker & Co.	Lumber Mill.
Childrenburg.....	R. C. & Henry Carter.	Planing Mill.
Choc-taw.....	Thomasville Wagon & Co.	Wagon Factory.
Choc-taw.....	Bugby Mfg. Co.	Saw Mill.
Clanton.....	W. H. Burton.	Saw Mill.
Decatur.....	Long & Jarvis.	Machine Shop.
Decatur.....	Decatur Ice Co.	Enlarge Ice Factory.
Decatur.....	Sharkey & Co.	Brick Works.
Decatur.....	Moulthrop & Stevens Brick	Double Brick Works.
Decatur.....	& Tile Co.	
Decatur.....	C. Farris.	Saw Mill.
Decatur.....	John Clifton & Son.	Brick Yard.
Decatur.....	Wm. Arntz.	Light & Saw Mill.
Decatur.....	Decatur Electric Light & Power Co.	Electric Light Works.
Edwardsville.....	Pinetucky Gold Mining & Mineral Land Co.	Mining.
Edwardsville.....	East Ala. Mica Mining Co.	Mining.
Epes Station.....	G. W. C. x.	Saw Mill.
Eufaula.....	Eufaula Cotton Mills Co.	Cotton Mill.
Evergreen.....	Michigan Land Co.	Saw Mill.
Fort Payne.....	G. B. Catlin & Co.	Quarrying.
Fort Payne.....	Flint City Brick Co.	Brick Works.
Florence.....	Eagle Roofing Co.	Roofing Factory.
Florence.....	Florence Paint Co.	Paint Factory.
Florence.....	John T. Moore, prest.	Ice Factory.
Florence.....	McGuirk.	Brick Yard.
Florence.....	Florence R. & Imp. Co.	Manufacturing.
Florence.....	Florence Pump Works.	Pump Factory.
Florence.....	J. W. Nichols.	Shoe Factory.
Forest.....	Flowers & Peagler.	Saw Mill.
Fort Payne.....	Fort Payne Lime Kiln Assn.	Lime Works.
Gadsden.....	Etowah Whse & Comp. Co.	Cotton Compress, &c.
Gadsden.....	Charles Midgely & Eaton.	Quarrying.
Gadsden.....	Robinson & Pope.	Quarrying.
Hartselle.....	Wilhoite & Ofor.	Saw Mill.
Huntsville.....	Huntsville Cotton Seed	Fertilizer Factory.
Huntsville.....	Oil Mill Co.	
Huntsville.....	Harrison & Bros.	Tobacco Factory.

LOCATION.	NAME.	BUSINESS.
Krome.....	Cocoa River Marble Co.....	Quarrying.
.....	Cocoa Nail Mfg. Co.....	Nail Factory.
Savannah.....	McDonough & Co.....	Shoe & Rubber Factory.
Savannah.....	Pine Invest. & Mfg. Co.....	Turpentine Distilleries, &c.
Savannah.....	Savannah Soap Works.....	Soap Factory.
Savannah.....	Savannah Ice & Storage Co.....	Ice Factory.
Savannah.....	John Flannery.....	Cotton Mill.
.....	Georgia Ice Plant Co.....	Ice & Matt. Works.
Social Circular.....	Walton County Guano Co.....	Enlarge Fertilizer Fact'y.
.....	N. J. Day.....	Saw Mill.
Stillmore.....	Brinson & Brinson.....	Saw Mill.
Tallapoosa.....	Tallapoosa Mfg. Co.....	Sash and Door Factory.
Tallapoosa.....	Tallapoosa Glass Wks. Co.....	Glass Works.
.....	Smith, Cochran & Son.....	Shoe & Matt. Factory.
Waynesville.....	G. E. Hack & Wm. Crover.....	Brick Works.
Westonia.....	S. R. & J. D. Weston.....	Planing Mill.
West Point.....	West Point Mfg. Co.....	Add. Cotton Machinery.
West Point.....	Plant's Oil Wks. & Mfg. Co.....	Cott'n Oil Mill & Fert. Fac.
West Point.....	West Point Foundry Co.....	Enlarge Foundry, &c.
.....	W. H. Harkness.....	Shoe & Matt. Works.
Wrightsville.....	Wrightsville Imps. Co.....	Brick Yard.
Woodbury.....	J. T. Gilbert.....	Broom Factory.

KENTUCKY.

KENTUCKY.	
Alvaton.....	C. J. Lancaster & Sons..... Flour Mill.
Ashland.....	Crawford Red Brick Co..... Brick Works.
Ashland.....	U. S. Stonemason's Lamp Co..... Lamp, &c.
Ashland.....	Henrietta Mining Co..... Mining.
Bardonia.....	Ohio River Coal & Imp. Co. Coal Mining.
Campbell Co.....	Big Crk Gas Coal & Iron Co. Mfg. and Mining.
Carrollton.....	A. W. Darling..... Flour Mill.
Catsburg.....	H. Wellman..... Foundry & Mach. Shop.
Covington.....	John Brenner Brewing Co..... Brewery.
Covington.....	Liverington Coal Mining Co..... Coal Mining.
Lovington.....	Railway Indicator Co..... Specialties.
Covington.....	B. F. Pratt Consolidated..... } Coal and Co. Works.
Crittenden.....	R. L. Collins & Son..... Remodel Flour Mill.
Enterprise.....	Tygart Fire Clay Co..... Brick Works.
Falls of Rough L. Green.....	Saw Mill.
Fallsburg, nr.....	Cincinnati Coal and Iron Co. Stave Factory.
Frankfort.....	T. J. Congleton & Bro..... Saw Mill.
Frankfort.....	State Penitentiary..... Chair Factory.
Georgetown.....	J. Pence & Son..... Remodel Flour Mill.
Greensburg.....	Greenup Milling Co..... Flour Mill.
Greensburg.....	A. B. Morton & Scott..... Spoke Factory.
Guthrie.....	Smith, Offelman & Co..... Water Works.
Hickman Co.....	Lucas & Neblett..... Saw Mill.
Hopkinsville.....	West Kentucky Coal & Mining, &c.
Hopkinsville.....	Iron Mining Co..... } Grist Mill.
Hopkinsville.....	Gilliland & Sons..... } Enlarge Carriage Factory.
Hustonsville.....	C. C. Van Arsdale..... Remodel Flour Mill.
Lebanon.....	City..... Water Works.
Lexington.....	Elizabethton, Lex. & Big Sandy R. R..... Machine Shops.
Louisville.....	Falls City Bitters & Extract Mfg. Co..... Patent Medicines.
Louisville.....	Ohio & Mississippi..... Machine Shop.
Louisville.....	John Rohman..... Brewery.
Louisville.....	Fischer-Leaf Co..... New Stove Factory.
Louisville.....	Indiana Electric Service Co..... } Mining, &c.
Louisville.....	Kentucky & Indiana Nat. Gas, Oil & Mins. Co..... } Planning Mill.
Louisville.....	R. B. Cotten..... Vinegar Factory.
Louisville.....	R. M. Hughes & Co..... } Machine Works.
Louisville.....	Forest City Iron Mfg. Co..... } Cotton Mill.
Louisville.....	Louisville Cotton Mill Co..... } Manufacturing.
Louisville.....	Smith, Uffelman & Co..... } Natural Gas, &c.
Louisville.....	Magnetic Water Co..... } Coal Mining.
Louisville.....	Elkhorn Coking Coal Co..... } Lumber, &c.
Louisville.....	Tenn. Riv. L'nd & Lam. Co..... } Publishing, &c.
Louisville.....	Tobacco Water Pub. Co..... } Candy Factory.
Louisville.....	Chess, Wat. & Iron Mfg. Co..... } Grist and Saw Mill.
Louisville.....	G. G. Ehrman & Sons..... } Quarrying.
Louisville.....	Marity..... } Saw Mill.
Me. Sterling.....	Chatta. Marble & Stone Co..... Remodeling Furnace.
Nebo.....	W. H. Kirkwood..... Stove Foundry.
Newport.....	Newport Iron & Steel Co..... Enlarge Electric Works.
Newport.....	Favorite Stove & Range Co..... } Brick Factory.
Owensboro.....	J. M. Foster..... } Natural Gas.
Owensboro.....	Purchase Natural Gas Co..... } Mining.
Peculiar Station.....	Geo. L. Harrington, supt..... Remodel Flour Mill.
Pea Dee.....	Eclipse Flour Mill..... Saw Mill.
Philpot.....	Wm. Woods..... Saw Mill.
Pineville.....	B. F. Culver & Co..... Water Works.
Pineville.....	Pineville Water Co..... Planning Mill.
Pineville.....	J. Q. & J. E. Munson..... } Brick.
Pineville.....	T. F. Brantner..... } Remodel Flour Mill.
Richmond.....	Thomas, Chas. & Son..... Water Works.
Scottsville.....	J. H. Hamlen & Son..... Stave Factory.
Shelbysville.....	H. D. Fitch..... Enlarge Gas Works.
Somersett.....	Camerson & Co..... Remodel Flour Mill.
Sturgis.....	D. A. Brooks, Jr. & Co..... Flour Mill.
So. Carrollton.....	Welcott Bros..... Remodel Flour Mill.
Todd County.....	Sharon Mining Co..... } Saw and Planing Mill.
Tipton.....	Handley & Co..... } Flour Mill.
Wamboro.....	A. J. Wells and others..... Saw and Planing Mill.
Williamsburg.....	S. V. Ford & Co..... Saw Mill.
Williamsburg.....	Blackburn & Kuntz..... } Manufacturing.
Winchester.....	Blue Grass Seed Clean'g Co..... } Brick Works.
Winchester.....	White Bros..... } Electric Light Works.
Winchester.....	Winchester Electric Light & Power Co..... } Planning Mill.
Winchester.....	H. Clay & Co..... } Stave Factory.
Winchester.....	Henry & C. A. Cumber..... } Stave Factory.

LOUISIANA.

LOUISIANA.

Alexandria.....	New Orleans Seed Co.....	Carton-Seed Oil Mill.
Amite City.....	Gullett Gin Co.....	Saw Mill.
Broussard.....	Louis Renaud.....	Machine Shop.
Cheneyville.....	Roberts & Klock.....	Mill.
Coushatta.....	Lesso Bros.....	Mill.
Farmerville.....	W. H. Hearn.....	Mill.
Frison's Mill, S. J. Frison.....		Mill.
Hammond.....	Palmer & Gallup.....	Sash and Door Factory.
Katchich.....	T. C. Adams.....	Corn Mill.
Lake Charles.....	Waters & Greeves.....	Machine Shop.
Lake Charles.....	Norris & Co.....	Saw Mill.
Morgan City.....	Brownell & Moore.....	Shingle Mill.
New Orleans.....	Barriett & Co., Appa. Co.....	Electric Apparatus.
New Orleans.....	Dryan & Myler.....	Molasses Works.
New Orleans.....	Jas. Seidel & Son.....	Furniture Factory.
New Orleans.....	Rosedale Cypress Lumber & Shingle Co.....	Lumber Mills.
New Orleans.....	Hermitage Plant. & Mfg. Co.....	Rice and Sugar Mill, &c.
New Orleans.....	Arthur Durien.....	Shoe Factory.
New Orleans.....	Southern Electric Shock & Machine Co.....	Electrical Machines.
New Orleans.....	Wm. Schilling.....	Weaving Machinery.
New Orleans.....	Hugh George.....	Wood Mill.
New Orleans.....	Southern Knitting Works.....	Knitting Factory.
New Orleans.....	B. J. Wolf & Son.....	New Clothing Factory.
New Orleans.....	Consolidated Elect. Light & Power Co.....	Electric Light Plant.
New Orleans.....	J. W. Adams.....	Manufacturing.
Pattersonville.....	Pharr & Williams.....	Saw Mill.
Rayne.....	Ryan Rice Mill & Mfg. Co.....	Rice Mill.
Risingold.....	F. H. Davis.....	Saw Mill.
Suston.....	Custon Cotton & Mfg. Co.....	Canning Factory.
Suston.....	Shreveport Gas Works.....	Improved Works.
Washington.....	J. P. Russell.....	Plan, Mill & Sash Factory.

MARYLAND

MARYLAND.			
Aberdeen.....	Chas. B. Osborn.....	Canning Factory.	
Baltimore.....	Baltimore Coffee Pol. Co.....	Coffee Roasting, &c.	
Baltimore.....	Atlantic Fibre Machine Co.....	Manufacturing.	
Baltimore.....	W. H. Perot.....	Brick Works.	
Baltimore.....	Mudge Meat & Extract Co.....	Meat Canning Works.	
Baltimore.....	Hamill, Brown & Co.....	Earlsgate Pottery Works.	

LOCATION.	NAME.	BUSINESS.
Baltimore.....	Empire Iron Co.	Manufacturing.
Baltimore.....	Baumachmidt Brewing Co.	Brewery.
Baltimore.....	F. X. Ganter.	Shoe Case Factory.
Baltimore.....	C. H. Pearson & Co.	Canning Factory.
Baltimore.....	Seaboard Storage & Ice Co.	Ice Factory.
Baltimore.....	Co-Opera, Cloth'g Mfg. Co.	Clothing Factory.
Baltimore.....	Chas. Hollander & Son	Furniture Factory.
Baltimore.....	Maryland Pottery Co.	Pottery.
Belair, near.	John Moores.	Remodel Flour Mill.
Black Horse.	Jas. Barton.	Bone Mill.
Cenerville.....	H. F. Hemingway & Co.	Canning Factory.
Cockeysville.....	Beaver Dam Marble Co.	Marble Mill.
Colorado.....	Rock Run Flour Mill.	Remodel Mill.
Cox's Station.	Warfield Mfg. Co.	Canning Factory.
Cumberland.....	Knights of Labor.	Soap Factory.
Darlington.....	Horace Stokes.	Wagon Factory.
Dix Pipe Creek.	American Mfg. Co.	Evaporating Factory.
Denton.....	G. T. Redden & Co.	Canning Factory.
Farlee.....	Chas. F. Stratton.	Remodel Flour Mill.
Frederick.....	John Baumgartner & Holz.	Fence Factory.
Frederick.....	American Mfg. Co.	Evaporating Factory.
Frederick.....	John Gomer.	Fence Factory.
Frederick.....	City.	Electric Light Works.
Frederick.....	Fred. Seamsless Hosiery Co.	Dye Works.
Frederick.....	Great Southern Printing	Bag Factory, &c.
Frederick.....	E. Mfg. Co.	
Gaithersburg.....	Bert & Wilson.	Quarrying.
Greentown.....	Green Serpentine Marble Co.	Marble Mill.
Hagerstown.....	Scuyler Electric Light Co.	Electric Light Works.
Hagerstown.....	Hagerst'n Spoke & Bend Co.	Spoke Factory.
Hoffmanville.....	Wm. H. Hoffman & Sons.	Paper Mill.
Hoods Mills.....	Way and others.	Quarrying.
High Point.....	August Martin.	Canning Factory.
Hughesville.....	Hosiery Factory.	
Jarrettsville.....	David St. Clair.	Canning Factory.
Jefferson.....	G. M. Culler.	Cigar Factory.
Lamotte.....	L. A. Lamotte.	Canning Factory.
Lapidum.....	John M. Macklem.	Canning Factory.
La Plata.....	Warfield Mfg. Co.	Canning Factory.
Mechanicstown.	Mechanics' B. Burl' Case Co.	Coffin Factory.
Mechanicstown.	Charles Markley.	Cigar Factory.
Mechanicstown.	John Root.	Canning Factory.
Motters.....	American Mfg. Co.	Evaporating Factory.
Mt. Airy.....	Thos. S. Hammond.	Cigar Factory.
Pekin.....	Atlantic & George's Crk.	New Mine.
Port Deposit.....	Coal Co.	
Port Deposit.....	Electric Light Works.	
Port Deposit.....	Tunis Lumber Co.	Planing Mill.
Port Deposit.....	H. C. Bibb Stove Co.	Stove Works.
Ridgely.....	Z. F. Austell.	Canning Factory.
Sharon Station.	Henry J. Hornum.	Can & Canning Factory.
Shawsville.....	Wm. & J. Almony.	Flint Mill.
Stepney.....	C. H. Wilson.	Canning Factory.
St. Michaels.....	J. S. Blades & Co.	Lime Works.
Towson.....	Ideal Lime & Stone Co.	Quarrying.
Wash., D. C.....	C. W. Stockill.	Galvanized Iron Works.
Wash., D. C.....	Wash. Architect. Iron Wks.	Machine Shop.
Wash., D. C.....	Thomas Electric Light	Electric Light Works.
Wash., D. C.....	J. & Power Co.	
Watervale St'n.	H. H. Klinefelter & Bro.	Canning Factory.
Wilna.....	Geo. W. McComas.	Canning Factory.

MISSISSIPPI.

Adams Station.	T. C. Biggs.	Box Factory.
Armistead.	Armistead Lumber Co.	Planing & Lath Mill.
Bay St. Louis.	Geo. Arbo and others.	Brick Yard.
Booneville.	J. S. Boren.	Canning Factory.
Cornith.	Charles Baccroft.	Canning Factory.
Cornith.	J. S. Ketchum.	Wood Working Factory.
Greenville.	Joseph Wall.	Foundry.
Greenville.	W. P. McBeth.	Ginery.
Grenada.	Crenada Pack & Pres. Co.	Canning Factory.
Jackson.	J. C. Enoch.	Saw Mill.
Jackson.	City.	Water Works.
Laurel.	J. Kemper.	Saw Mill.
Meridian.	Standford & Sons.	Cotton Presses.
Meridian.	Southwestern Machinery Co.	Manufacturing, &c.
Meridian.	F. J. Gerard.	Box Factory.
Myrtle.	Elliott Crawford.	Saw Mill.
Natchez.	Natchez Gas Light Co.	Electric Light Works.
Osceola.	John O. Blackwood.	Canning Factory.
Pascagoula.	Phenix Shipyard, Marine	Ship Yard.
Pascagoula.	Ways & Wharves Co.	
Rienzi.	W. L. Gibson.	Canning Factory.
Rodney.	Rodney Saw & Oil Mills.	Saw Mill.
Richburg.	C. W. Rich.	Saw Mill.
Sunnydale.	W. W. Dundee.	Corn Mill.
Tupelo.	Tupelo Furniture Mfg. Co.	Furniture Factory.
Tupelo.	J. M. Cates.	Broom Factory.
Vicksburg.	Vicks. Can'g & Pres'g Co.	Canning Factory.
Vicksburg.	C. C. Reynolds Drug Co.	Drugs, &c.
Yazoo City.	M. D. Williams.	Machine Shop.
Water Valley.	Yoncos Mills.	Enlarge Cotton Mill.
Water Valley.	Robert R. Pate and others.	Ice Factory.
West Point.	Salvo & Berdon.	Bottling Works.
West Point.	West Point Co-Operative	Canning Factory.
West Point.	Trade & Mfg. Assn.	
West Point.	Coleman-Carly Eng. &	Manufacturing, &c.
Wilkinson Co.	Fugter.	Creamery.

NORTH CAROLINA.

Aberdeen.....	Page Lumber Co.	Saw Mill.
Addie.....	R. P. Potts.	Remodel Flour Mill.
Asheville.....	M. P. Pickett.	Candy Factory.
Asheville.....	R. P. Walker, prest.	Candy Factory.
Asheville.....	Avery & Erwin.	Enlarge Furniture Fact.
Asheville.....	Isidor Wallach.	Brick Works.
Asheville.....	Asheville Fruit Can'g Co.	Canning Factory.
Asheville.....	Hart & Williamson.	Sash & Door Factory.
Auburn.....	Auburn Farmers' Alliance.	Cotton Seed Oil Mill.
Burlington.....	W. L. & E. C. Holt.	Enlarge Cotton Mill.
Burgaw.....	Geo. A. Ramsay.	Saw Mill.
Carthage.....	C. C. Graves.	Enlarge Cotton Mill.
Charlotte.....	Oliver Oil Co.	Double Cotton Oil Mill.
Charlotte.....	Charlotte Cotton Mills.	Enlarge Cotton Mill.
Croatan.....	V. A. Tolson.	Marl Mining.
Davidson Co.....	J. S. Pfaff & Clodfelter.	Saw Mill.
Danbury.....	Thomas Ewing.	Mining.
Egypt.....	Egypt Coal Co.	Coal Mining.
Forest City.....	Martin & Biggenstaff.	Furniture Factory.
Goldboro.....	H. W. Grant.	Pottery Works.
Goldboro.....	Wayne Agricultural Works.	Agricultural Imp. Works.
Goldboro.....	R. M. Freeman and others.	Ice Factory.
Goldborough.....	W. H. Griffin.	Tile Works.
Granite.....	Granite Falls Mfg. Co.	Enlarge Cotton Mill.
Greensboro.....	Wright & Yates.	Agricultural Implements.
Greensboro.....	J. Henry Gilmer.	Canning Factory.
Greensboro.....	Adam Stewart & J. Donnell.	Foundry & Machine Shop.
Greensboro.....	Pegram & Pipkin.	Corn & Flour Mill.
Halifax.....	T. L. Emry.	Saw Mill.
Henderson.....	Hicks, Briscoe & Co.	Tobacco Factory.
Henderson.....	Allen & Ginter.	Tobacco Stemmy.
Hendersonville.	Henderson's Lum. Mfg. Co.	Lumber.
Hickory.....	Piedmont Wagon Co.	Enlarge Factory.
Hickory.....	Seitz & Ward.	Saw Mill.
Hickory.....	A. W. Whitener & Son.	Flour & Planing Mill.
Hickory.....	A. Y. Sigmon.	Saw Mill.
Hillsboro.....	C. W. Brown.	Brick Works.
Hoffman.....	W. J. Whitaker.	Saw Mill.
Husterville.....	J. F. & J. A. Sosamas.	Saw Mill.
Jacksonville.....	W. Lamb.	Saw Mill.
King's Mount.....	Easterling.	Mica Mining.
Kinston.....	J. C. Hay.	Furniture Factory.
Lanesboro, nr.....	New England Min'g. Mfg.	Manufacturing, &c.
Leaksville.....	Leaksville Tan. & Lum. Co.	Tannery.
Leaksville.....	J. M. Price.	Gold Mining.
Lenoir.....	Ben Mountain Co.	Mining.
Mecklenb'g Co.	Brewer Gold Mine.	Stamp Mill.
Monbo, near.....	Dick Brown.	Cotton Mill.
Moore, near.....	Harvie Gold Mine.	Additional Machinery.
Montgomery Co.	New Russell Gold Min. Co.	Stamp Mill.

Morganton.....	Morganton Cotton Mfg. Co.	Cotton Mill.
Murfreesboro.....	E. C. Worrell.	Machine Shop.
Murfreesboro.....	E. A. Buell.	Planing Mill.
Murfreesboro.....	A. W. Cook & Avers.	Furniture Factory.
Oxford.....	Geo. W. Kugler & Sons.	Saw Mill.
Oxford.....	Oxford Orphan Asylum.	Canning Factory.
Oxford.....	J. C. & G. K. Hundley.	Sash & Door Factory & Brick Yard.
Oxford.....	Hundley Bros. & Co.	Sash & Blind Factory.
Oxford.....	Hundley Bros. & Co.	Brick Yard.
Salem.....	J. S. Pfaff.	Saw Mill.
Salem.....	J. F. Schaffner.	Saw Mill.
Salisbury.....	M. C. Quinn.	Brick & Tile Works.
Sandy Bottom.....	Wetzel & Co.	Saw & Shingle Mill.
Shelby.....	Perry Dover.	Cooperage Factory.
Shelby.....	J. H. Hightower.	Furniture Factory.
Shelby.....	H. G. Hall.	Saw & Planing Mill.
Spout Springs.....	W. J. McDiarmid & Bro.	Saw & Planing Mill.
Spout Springs.....	C. W. Huske.	Saw Mill.
Stanleys Creek.	Jacob Jenkins & Co.	Flour Mill.
Tarboro.....	W. E. Fountain and others.	Canning Factory.
Tarboro.....	O. C. Farrar, prest.	Cotton Mill.
Tarboro.....	Geo. Howard.	Saw Mill.
Tarboro.....	B. F. Lipscomb.	Brick Yard.
Tarboro.....	F. Shackelford.	Canning Factory.
Thomasville.....	R. W. Thomas & Co.	Flour Mill.
Thomasville.....	New Russell Gold Min'g Co.	Stamp Mill.
Wadesboro.....	A. G. Bruner.	Brick Yard.
Walnut Cove.....	J. P. Charles & Tucker.	Saw Mill.
Waynesville.....	L. X. White.	Wood Work Factory.
Waynesville.....	Willis.	Mining.
Welch.....	John M. King.	Shoe Factory.
Welch.....	W. W. Hampton & Freeborn.	Saw Mill.
Wilkesboro.....	J. G. Hackett.	Saw Mill.
Wilming'g.....	Wilmingdon Co-Operative	Canning Factory.
Wilming'g.....	Industrial Assn.	
Wilmington.....	W. E. Davis & Son.	Manufacturing.
Winston.....	S. A. Ogburn.	Tobacco Factory.
Wilmington.....	Roger Moore.	Brick Works.
Wilmington.....	W. J. Mosely.	Cotton Seed Oil Mill.
Winston.....	J. B. Mosely.	Tobacco Factory.

SOUTH CAROLINA.

Aiken.....	J. W. Wigfall & Matthews.	Wagon Factory.
Aiken.....	Nonpareil Kaolin Co.	Kaolin Mining.
Aiken.....	John T. Arthur.	Saw Mill.
Anderson.....	Jas. Burton.	Wagon Factory.
Anderson.....	Anderson Cotton Mills.	Cotton Mill.
Ashepo.....	Wm. Gregg.	Phosphate Mining.
Beaufort.....	Beaufort Phos. Co.	Phosphate Works.
Beaufort Station.	Cherokee Falls Mfg. Co.	Enlarge Cotton Mill.
Brewer Mine.....	Brewer Gold Mine.	Stamp Mill.
Charleston.....	Atlantic Dredging Co.	Dredging, &c.
Charleston.....	Bailey-Lobby Mfg. Co.	Machinery, &c.
Charleston.....	Acme Crocking Co.	Crocking Works.
Charleston.....	J. C. Schlegel & Son.	Box Factory.
Charleston.....	Carolina Construction Co.	Water Works.
Charleston.....	W. M. Seignious.	Broom Factory.
Clinton.....	J. M. Bailey & Sons.	Wood Working Factory.
Columbia.....	Piedmont Land Improve-	Saw Mill.
Columbia.....	ment & Investment Co.	
Columbia.....	World-Budget Mfg. Co.	Printing, &c.
Columbia.....	A. H. Monteith.	Planing Mill.
Columbia.....	Colum. Oil Mill & Fert. Co.	Oil Mill & Fert. Fcty.
Columbia.....	Congaree Gas & Electric Co.	Electric Light Works.
Cowpens.....	Cowpens Mfg. Co.	Cotton Factory.
Darlington.....	Darlington Mfg. Co.	Enlarge Cotton Mill.
Darlington.....	E. Dargan.	Flour Mill.
Darlington.....	J. E. Todd.	Flour Mill.
Ellenton.....	W. E. Ashley.	Grist Mill.
Flintville.....	Henry Liles and others.	Cotton Mill.
Florence.....	Cramer & Kerstner.	Bottling Works.
Gaffney City.....	Harris & McCraw.	Flour Mill.
Gates.....	W. S. Grady.	Saw Mill.
Georgetown.....	Wm. Graves.	Cotton Compress.
Graham.....	J. M. Cox, Jr.	Grist Mill.
Graham.....	D. S. Hart.	Grist Mill.
Greenville.....	Granville Mfg. Co.	Improved Cotton Mill.
Greenville.....	Brush Electric Light Co.	Electric Light Works.
Greenville.....	Asbury & Son.	Electric Lt. Works & En-
Greenville.....	J. H. Heywood and others.	large Gas Works.
Greenville.....	R. E. Allen & Bro.	Fertilizer Works.
Greenville.....	M. L. Gann and others.	Grist Mill.
Little Rock.....	Dillon Cot'n Seed Oil Mills.	Cotton Seed Oil Mill.
Seneca.....	R. D. R. R.	Water Works.
Seneca.....	W. J. Jordan and others.	Cotton Mill.
Spartanburg.....	Spartanburg Mfg. Co.	Cotton Mill.
Spartanburg.....	G. W. Adair.	New Mill.
Walhalla.....	Jas. T. Wilson & Co.	Pottery Works.
Walhalla, near.....	F. A. Crittendon.	Mining.
Walterboro.....	J. R. Stokes.	Enlarge Saw Mill.
Winnabow.....	Elliott Gin Mfg. Co.	Cotton Gins.
Yorkville.....	John R. Ashe.	Quarrying.

TENNESSEE.

Athens.....	Athens Knitting Co.	Knitting Factory.
Athens.....	Hallaran & Tuttle.	Fence Factory.
Ashtland City.....	Eppanar.	Stave Factory.
Ashtland City.....	Sycamore Powder Co.	Stave Works.
Austins Mills.....	E. M. Speers.	Remodel Flour Mill.
Bloomington.....	J. T. Howard.	Tobacco Factory.
Bluff City.....	Patterson & Fry.	Adv. Cotton Mill Mach.
Bluff City.....	Patterson & Fry.	Dye Works.
Bristol.....	Cullom.	Cigar Factory.
Bristol.....	Buffman & Co.	Planing Mill.
Bristol.....	W. W. Taylor.	Water Works.
Brownsville.....	Brownsville Can. & Mfg. Co.	Canning Factory.
Brownsville.....	R. F. Johnson & Bro.	Handle, Sks. & Hub Fcty.
Brownsville.....	R. A. Dittman.	Improving Gas Works.
Brownsville Ldg.	Chickasaw Cooperage Co.	Stave Mill.
Cumt'g'd Gap.	American Assn., limited.	Saw & Planing Mill.
Cumt'g'd Grove.	Todd Bros.	Flour Mill.
Cumt'g'd Grove.	Joseph Frye & Co.	Flour Mill.
Carter's Furn.....	Cedar Hill Mill Co.	Saw Mill.
Cedar Hill.....	East Tennessee Pickle Co.	Pickle Factory.
Chattanooga.....	J. E. Price.	Foundry.
Chattanooga.....	Knoxville Junction Min-	Manufacturing.
Chattanooga.....	ing & Mfg. Co.	
Chattanooga.....	Economy House Building	Wood Working Factory.
Chattanooga.....	& Lumber Co.	
Chattanooga.....	Chat., Rome & Colum. R. R.	Machine Shops.
Chattanooga.....	Heyson Bros. and others.	Cider & Vinegar Factory.
Chattanooga.....	Carter, Magill & Ewing.	Hardware.
Chattanooga.....	Hardware Mfg. Co.	
Chattanooga.....	Star Spring Bed Mfg. Co.	Factory.
Chattanooga.....	Latimer Day & Vin. Co.	Canning Factory.
Chattanooga.....	Chattanooga Lumber Co.	Saw & Planing Factory.
Chattanooga.....	Chat. Silk Cult. & Mfg. Co.	Manufacturing.
Chattanooga.....	Hiawasee Min. & Mfg. Co.	Mining, &c.
Chattanooga.....	Southern Lock & Novel Co.	Hardware Factory.
Chattanooga.....	Warren Scharf As. Pav. Co.	Asphalt Plant.
Clarkville.....	Whitefield, Bates & Co.	New Machine Shop.
Columbia.....	Oakes & Sarvia.	Enlarge Furniture Fact'y.
Columbia.....	Columbia Elevator Co.	Elevator.
Cookeville.....	Penn. Real Est. & Lum. Co.	Lumber Mill.
Cookeville.....	O. J. Lutz & Co.	Saw Mill.
Cookeville.....	S. Craig.	Saw Mill.
Cumberland.....	Cumberland Gap Mining	Mining, &c.
Cumberland.....	& Mfg. Co.	
Cross Plains.....	Kennel & White.	Flour Mill.
Crossville.....	Wm. Flynn.	Saw Mill.
Dayton.....	W. C. Gardnhire.	Canning Factory.
Dayton.....	J. D. Clements.	Cigar Factory.
Denmark.....	N. Williamson.	Saw Mill.
Dickson.....	Wm. Askins & Easley.	Saw Mill.
Dickson.....	Dickson & Watson.	Saw Mill.
Dickson.....	Dick & Gardner.	Hub & Spoke Factory.
Dresden.....	Irving Scott.	Remodel Flour Mill.
Dresden.....	V. J. Little, prest.	Hub & Spoke Factory.

Dresden.....	G. A. Dowd & Co.	Spoke Factory.
Dunlap.....	Hill & Co.	Saw Mill.
Dunlap.....	W. M. Scruggs.	Saw Mill.
Dunlap.....	Smith, Wilson & Co.	Cooperage Factory.
Elizabethton.....	Wm. Schell, Jr.	Saw Mill.
Elizabethton.....	M. C. Carson.	Paint Mill.
Erin.....	McGregor, Hege & Co.	Saw Mill.
Erin.....	McCullen & Alexander.	Mill & Gin.
Franklin.....	J. B. Little.	Remodel Flour Mill.
Greensbrier.....	F. B. Swift.	Saw Mill.
Greensbrier.....	Lamons Sons & Co.	Planing Mill.
Helenwood.....	Helenwood Coal & Coke Co.	Coal Mining.
Helenwood.....	Jas. Frye, supt.	Coal Mining.
Hendersonville.....	Horatio Berry and others.	Creamery & Corn Mill.
Hickman.....	Shaver, Hall & Frisbie.	Remodel Flour Mill.
Holders Store.....	Tenn. Saw & Planing Mills.	Add. Saw Mill.
Humboldt.....	E. W. Ing.	Flour Mill.
Huntingdon.....	J. F. Leach.	Saw Mill.
Huntingdon.....	G. F. Ballock.	Saw Mill.
Johnson City.....	Johnson City Elec. Lt. Co.	Electric Light Works.
June.....	Laws & Co.	Stave Factory.
Kingston.....	Kings. Furn. Coal & Mfg. Co.	Furnace, &c.
Knoxville.....	Knoxville Cracker Co.	Cracker Factory.
Knoxville.....	Jos. Blackwood & Albert.	Broom Factory.
Knoxville.....	Knoxville Lumber Mfg. Co.	Manufacturing.
Knoxville.....	Miller Cracker Factory Co.	Cracker Factory.
Knoxville.....	Knoxville Gas Co.	Enlarge Plant.
Knoxville.....	Geo. Broome.	New Sash & Door Fact'y.
Knoxville.....	Hercules Marble Co.	Quarrying.
Knoxville.....	Knox. Imp. Street Car Co.	Street Car Works.
Knoxville.....	W. C. Heyser & Co.	Saw Mill.
Knoxville, nr.....	J. F. Scott.	Brick Works.
Knoxville.....	Black Diamond Coal Co.	Mining Machinery.
Knoxville.....	Knoxville Electric Light	Electric Plant.
Knoxville.....	& Motive Power Co.	
Louisville.....	E. J. Copley.	Saw Mill & Sash Factory.
Lynnville.....	C. Fitzpatrick.	Corn Mill.
McEwen.....	McEwen.	Handle Factory.
McMinnville.....	R. F. Cantrell.	Clothing Factory.
Memphis.....	Artisana Soda Co.	Mineral Water Factory.
Memphis.....	Bryers' & Factors' Press Co.	Two Cotton Compress.
Memphis.....	Memphis M'nd Pk' R. Co.	Electrical Works.
Memphis.....	Memphis Nov. & Mfg. Co.	Manufacturing.
Memphis.....	Dean-Lilly Spice & Cof. Co.	Enlarge Mill.
Memphis.....	Williams & Farnsworth.	Wheeler & Coop'g. Fy.
Memphis.....	Chickasaw Cooperage Co.	Enlarge Plant.
Memphis.....	Memphis Hd. Wd. Mfg. Co.	Saw Mill.
Memphis.....	Memphis Cooperage Co.	Cooperage Works.
Memphis.....	Memphis Vets. & Farnsworth.	Remodel Corn Meal M.
Memphis.....	Wellford Mfg.	Heating Factory.
Memphis.....	Bell Mfg. Co.	Lumber.
Memphis.....	Merchants Com. & Ware Co.	Cotton Compress.
Memphis.....	Diamond Cot. Seed Hul. Co.	Saw Mill.
Memphis.....	John Streight.	Saw Mill.
Memphis.....	Astma Mfg. Co.	Manufacturing.
Memphis.....	Jackson M'nd Park Ry. Co.	Electric Light Plant.
Mont Eagle.....	Nashville, Chattanooga & T.	Water Works.
Murfreesboro.....	T. B. Wilson.	Ginery.
Murfreesboro.....	Trissider.	Flour Mill.
Murfreesboro.....	Napier Iron & Mining Co.	Mining.
Nashville.....	Capital City Machine Co.	Foundry & Machine Shop.
Nashville.....	Rhodes Furniture Co.	Refrigerator Works.
Nashville.....	Nashville Auto. Refrig. Co.	Cooling Factory.
Nashville.....	Home Mfg. & Repair.	Refrigerator Works.
Nashville.....	Trade School.	Electric Light Works.
Nashville.....	Nashville Light & Power Co.	Electric Light Works.
Nashville.....	Light & Power Co.	
Nashville.....	American Mill Co.	Flour Mill.
Nashville.....	Nashville Roof & Pav. Co.	Brick Works.
Nashville.....	Edison Co.	Electric Plant.

LOCATION.	NAME.	BUSINESS.
Norfolk	Tunis Lumber Co.	Box Factory.
Norfolk		Canning Factory.
Norfolk	Norfolk Fuel & Gas Lt. Co.	Gas Works.
North Danville	B. F. Jefferson & Ryan.	Wagon Factory.
Over View	Jones, Carr & Malone.	Ore Mining.
Petersburg	West End Water Co.	Water Works.
Petersburg	D'Atton Granite Quarry Co.	Quarrying.
Portsmouth	{ Va. Car Equip. Trust & Motive Power Mfg. Co. }	{ Car Works.
Portsmouth	United States Navy Yard.	Saw Mill.
Portsmouth	Va. Chemical & Mfg. Co.	Starch Factory.
Richmond	D. F. Houston.	Ice Mining.
Richmond	P. Whitlock.	Cigar Factory.
Richmond	Powhatan Construction Co.	Gas and Water Works.
Richmond	Allen & Ginter Co.	Enlarge Tobacco Factory.
Richmond	Crystal Mfg. Co.	Patent Medicines.
Richmond	Sanitary Faucet Co.	Faucets.
Richmond	Nat. Sanitary Appliance Co.	Brass Works, &c.
Richmond	Richmond Stove Co.	Enlarge Stove Works.
Richmond	Catling Brass Co.	Enameling Works.
Richmond	J. B. Pace Tobacco Co.	New Factory.
Richmond	State Penitentiary.	Shoe Factory.
Richmond	{ Richmond Buck & Wood-ware Mfg. Co. }	{ Bucket Factory.
Roanoke	Norfolk & Western R. R. Co.	Machine Shops, &c.
Roanoke, near	Welch & Ingersoll.	Mining.
Roanoke, near	I. H. Bachrach.	Quarrying.
Roanoke	Richard Brake Co.	Pneumatic Brakes.
Roanoke	Roanoke Rolling Mill Co.	Rolling Mill.
Rocky Mount	J. P. Ellis.	Ore Mining.
Round Hill	E. O. Eubanks.	Creamery.
Salem, near	Cooper & Holt.	Ore Mining.
Salem	J. Baylis.	Wine Factory.
Saltwater Cave	H. Allen & J. Duncan.	Canning Factory.
Staunton	Chas. K. Sands.	Flour Mill.
Staunton	Staunton Cannery Co.	New Factory.
Stuart's Draft	Waddy & Co.	Ore Mining.
Suffolk	Suffolk Car Wks. & Boat Co.	Car and Boat Works.
Suffolk	W. H. Gay.	Hub and Spoke Factory.
Tazewell C.H.	Daniel McGuire & Son.	Planing Mill.
Triford	Jas. P. Kelly.	Planing Mill.
Triford	Peter Mathew.	Ore Mining.
Varrenton	E. M. Jolley.	Brick Yard.
Waco	D. P. Wood.	Canning Works.
Waskey's Mills	McCullough & Lewis.	Canning Factory.
Waverly	Waverly Lumber Co.	Wooden Factory.
Waverly		Sash, Door & Blind Fcty.
Waverly	R. W. Chappel & G. E. Hurt.	Brick Works, &c.
Wheatland	Robert Wright.	Creamery.
Wheylville	T. B. Carleton.	Mattress Factory.
Wytheville	Va. & Pa. Iron & Steel Co.	Iron, &c.
	Bessemer Steel & Iron Co.	Iron, &c.
WEST VIRGINIA.		
Anderson, W.	Thomas Freeman.	Fire Brick Works.
Ansted	Mason & Hoge.	Coal Mining.
Buffalo	R. T. Havey.	Paint Mill.
Charleston	A. F. Summerfield.	Broom Factory.
Charmburg	Fance & Batardell.	Brick Yard.
Clarksburg	City.	Water Works.
Clarksburg	Spring Garden Coal Co.	New Mine.
Clarksburg	West Virginia Bung Co.	Bung Factory.
Frankford, W.	Davidson.	Coal Mining, &c.
Frankford	J. Shraake & Son.	Flour Mill.
Grafton	Grafton Gas Co.	Electric Light Works.
Graydonette	Tauber & Wilson.	Planing Mill.
Hamlet	Hartnell & Caldwell.	Brick Yard.
Harper's Ferry	Shenandoah Pulp Co.	Enlarge Pulp Mill.
Huntington	{ Huntington Electric Light & Street Railway Co. }	{ Electric Light Works, &c.
Huntington	Ensign Car Works Co.	Rolling Mill.
Huntington	{ Huntington Fuel, Power & Lighting Co. }	{ Gas Works.
Huntington	Stacy & Skeer.	Brick Works.
Kelleville	M. H. Crouch.	Flour Mill.
Kearlsville	Shuvey Electric Light Co.	Electric Light Works.
Kearlsville	Henry St. John Shepherd.	Coal Mining.
Kearlsville	Norfolk Coal & Coke Co.	Coal Mining, &c.
Kearlsville	E. C. Morris.	Remodel Flour Mill.
New Camb'nd.	John Porter.	Pottery.
Parkersburg	Ohio River R. R. Co.	Paint Shop.
Parkersburg	W. J. Curry.	Flour Mill.
Parkersburg	Oliver Alkise.	Flour Mill.
Parkersburg	John Luppert.	Furniture Factory.
Parkersburg	C. S. Martin.	Coal Mining.
St. Albans	Western Lumber Co.	Lumber Mill.
Shepherdstown	L. W. Poffenberger.	Saw Mill.
Uniontown	West End Coke Co.	Coke Works, &c.
Uniontown	Lewis Summers.	Saw Mill.
Uniontown	J. M. Lake.	Brick Mill.
Uniontown	Keystone Pal. Horse Car Co.	Ice Stock Cars.
Uniontown	Griffin & Co.	Remodel Flour Mill.
Wheeling	City.	Enlarge Water Works.
Wheeling	H. C. Behrens and others.	Fire Brick Works.
Wheeling	Citizens' Gas Co.	Gas Works.
Wheeling	Wheeling Hinge Co.	Hinge Factory.
Wheeling	Wheeling Soap Co.	Soap Factory.
Wheeling	Black Peerless Coal Co.	Coal Mining.

{Rebuilt or being rebuilt after being burned.

*Companies or firms in existence prior to April 1, 1888, but since that time have either enlarged their works or built new works, or increased capital. In any of these cases given in this list, reference is made to entirely new work built by old firms.

Bessemer's Growth.

But little more than a year ago a forest covered the place where Bessemer, Ala., now stands. The transition from a forest to a thriving industrial center as illustrated in this case is one of the wonders of the age. It is not a fictitious or unstable growth which Bessemer has made. The selection of its site was made by Mr. H. F. De Bardeleben, one of the foremost men in the great development of Alabama's iron and coal interests. He knew all well the advantages of the place, and having made the selection, determined to devote his best energies to its development. The fact that iron and coal can, according to the official statement of those interested in Bessemer, be placed at the furnaces there at a cost of \$1 a ton each, amply demonstrates its admirable location for making iron. Added to this it has many other advantages of good water, fine drainage and a healthy climate.

What has been accomplished in the fifteen months of its history reads almost like a romance. Where the forest stood fifteen months ago seven railroads now center, while others are under con-

MANAGERS of mills, factories, furnaces, mines, etc., and parties starting manufacturing enterprises, and needing machinery or supplies of any kind, will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

What has been accomplished in the fifteen months of its history reads almost like a romance. Where the forest stood fifteen months ago seven railroads now center, while others are under con-

Mississippi Notes.

Agricultural and Manufacturing Items.

[Special correspondence MANUFACTURERS' RECORD.]

ABERDEEN, Miss., June 23, 1888.

The Vicksburg canning factory will commence work on the first of July. It has made large contracts for the delivery of tomatoes and other "truck."

Yazoo county has organized an Immigration Association, which has been chartered under the laws of the State. The capital is fixed at \$5,000, and \$3,400 had been subscribed up to June 15.

Two hundred and thirty-eight pupils were enrolled last session at Alcorn University, which is Mississippi's agricultural and mechanical college for her colored youths. A large attendance of people of both races witnessed the commencement exercises, which were a grand success. There were six graduates, one of them a girl.

The canning factory at West Point is at work, and promises to be a perfect success in every sense of the word.

Messrs. J. B. Glenn, of Chicago, and J. H. L. Gerdine, of West Point, real estate agents, have located over 350 well-to-do home-seekers from the West in Clay county within the last two years.

The West Point Leader, speaking of the location of 130 newly imported Italian railroad laborers in that vicinity, says: "They are the happiest lot of people we ever saw, and seem to be delighted with their surroundings."

Capt. J. W. Howard, the most extensive grass grower in the State, has a creamery on his farm in Monroe county, three miles from Aberdeen, from which he ships about 200 pounds of butter a week, realizing 30 cents a pound delivered on the cars.

A contract was closed at Macon, in Noxubee county, last week between Capt. B. J. Curry, of Huntsville, Ala., and the Macon Compress & Warehouse Co. for the erection of a first-class Curry steam cotton compress. That will double the receipts of cotton at Macon this season.

Seventeen car-loads of tomatoes were shipped from Crystal Springs, in Copiah county, to the Northern and Northwestern cities on June 15th and 16th. The shipments for the week amounted to 40 car-loads. These were widely distributed from Philadelphia and Boston in the East to Kansas City and Denver, Colorado, in the West.

Aberdeen is to have a new private bank with a capital of \$100,000, every dollar of which will be paid in before opening business. Your readers may be able to form some idea as to the amount of local capital that exists in the South when you are told that \$75,000 of this amount was subscribed by old citizens of the little town of Oxford, Miss., and \$25,000 by citizens of Aberdeen.

One grower in Lauderdale county harvested 600 barrels of potatoes this season off of 16 acres of land, and sold the entire crop at \$3.50 per barrel delivered on the cars at Meridian.

The little town of Enterprise, in Clarke county, has had an agent upon salary traveling in the interest of the town and county in the West and Northwest for several months, and we understand that the result has been highly satisfactory. Many Western families have purchased homes in that locality.

The Yazoo City Herald says: "The farmers of Yazoo county are in a highly prosperous condition, and their condition improves with each passing year."

The Mississippi Valley road contemplates building a number of branches to its main line, opening up communication with many portions of the delta this summer and fall.

To illustrate the extent of the hay

movement in Mississippi, we note that one dealer in agricultural implements in Jackson, Hinds county, received last week forty standard mowers and as many horse rakes. Mowing machines are becoming as common in this State as in any of the States of the West.

At a meeting of the stockholders of the First National Bank of Aberdeen, held on the 18th inst., it was decided to increase its capital from \$50,000 to \$100,000, the increase to be paid in on July 5th. The capital of this bank, like that of the new Mississippi bank mentioned above, is all Mississippi money.

The Greenville Times gives the following as the cotton product of the four counties constituting that levee district during the year 1887. The figures are obtained from the tax collector's book, (for all cotton raised in the levee districts pays a levee tax), and so the figures cannot err, except in underrating the crop:

	Bales.
Bolivar county.....	47,515
Washington county.....	66,914
Issaquena county.....	15,319
Sharkey county.....	15,322

District total.....149,030

In addition to this it is estimated that at least 4,000 bales of untaxed cotton were raised outside of the levees in this district.

The following is a report of the totals raised in that district in the years named:

	Bales.
1880.....U. S. Census.....	121,634
1883.....Tax report.....	107,000
1885.....".....	129,000
1886.....".....	111,456

It is claimed that the cotton yield of those four counties last season was from 15,000 to 20,000 bales more than in any other year since 1860. We have no means of ascertaining what the yield was in 1860 in that district, for the reason that Washington county, the largest cotton producing county in the United States, was not reported at all in the census, and Sharkey county had not been created. Issaquena county, however, which reported 15,219 bales in 1887, went to the census of 1860 with 41,170 bales. The census of 1860 gave Mississippi 1,302,507 bales of cotton, and yet no report was given for Hancock, Sunflower or Washington counties.

Making due allowance for cotton yet on the plantations in the Greenville levy district, and for the portion of the crop grown outside of the levees, and the bales that escaped the collector of levee taxes, we think 150,000 bales a liberal estimate for the crop of that portion of the delta for 1887.

Work has been commenced on the new \$19,000 school building at Jackson.

All of the ship-yards on the south coast are crowded with work. One steamer and two sailing vessels were hauled out for repairs last week.

Winona is discussing the proposition to erect an ice factory, and will probably have one.

The Vicksburg canning factory will commence operations on or before July 1st.

Water Valley has ordered the machinery and other plant for an ice factory, and will have it in full operation next month.

The wagon factory at Durant, in Holmes county, is driving a lively trade. It is turning out about 500 wagons a year in addition to large quantities of furniture, and is also doing a heavy repairing business.

Up to June 10 Vicksburg had received this season 61,662 bales of cotton.

The Georgia Pacific Railroad Company has contracted with Messrs. Julian Bros., of Vicksburg, for 120,000 cross ties.

Columbus, on the 12th inst., voted a subscription of her bonds to the amount of \$80,000 to the stock of the Memphis, Oxford & Columbus Railroad by a ballot of 539 to 17. Oxford, Houston, West Point, Clay county and Columbus have now voted their aid, and President Abbott is pledged to put the work under contract at once.

Pursuant to authority granted by the legislature last March, there will be an election held in Meridian, July 12, on the question of issuing the city's bonds to the amount of \$30,000 for the purpose of erecting and equipping additional public school buildings in that city, and \$15,000 for the purpose of erecting a city market-house. The votes in favor of both propositions will be nearly unanimous.

Meridian, on the 12th inst., voted her bonds to the amount of \$110,000 to the stock of the Warrior Coal Fields Railroad Co. by a poll of 1,306 in favor of the proposition to 7 against it. The business houses and manufactories of the city closed their doors on election day, and all hands went to work with a will. The employees and proprietors of the leading mercantile house, Marks, Rothenberg & Co., and of the sash and blind factory, marched to the polls in procession, and deposited their ballots "for subscription."

President Nettleton, of the Kansas City, Memphis & Birmingham Railroad, has made a proposition to Columbus to extend the Aberdeen branch of that great road to Columbus by July 1, 1889, provided that the city will vote it a donation of its six per cent. bonds to the amount of \$55,000. We have no doubt but that Columbus will accept this very liberal proposition, and if so the road will undoubtedly be completed long before the limit fixed in the proposition, and be extended right on through Columbus to Akron, Ala., constituting a through line from Memphis to Selma, and practically realizing Gen. Forest's scheme, which was prostrated by the commercial revulsion of 1873, for the Memphis & Selma Railroad.

The recent commencement exercises of the State Industrial Institute and College for White Girls, at Columbus, attracted many visitors to that city. The commencement sermon was preached by Bishop C. B. Galloway, of the Methodist Church, South, and the annual address was delivered by Hon. J. C. Martin, of Port Gibson. Certificates of proficiency in phonography and type-writing were conferred upon nine young ladies, and certificates for proficiency in book-keeping were awarded to twelve. Of those who received certificates as book-keepers, two—Miss Emma McDaniel, of Chickasaw county, and Miss May Ely, of Carroll county—have obtained positions as book-keepers, and all of the others will doubtless be as successful.

Miss Mary Owen, of Funicia county, obtained a certificate of proficiency in Art needlework, and five young ladies received certificates for proficiency in dress making. The prizes and certificates awarded represented nearly half the counties in the State.

Mississippi enjoys the honor of being the only State in the Union that has made provision for the free technical and industrial education of her daughters, and the experiment has been attended with the most perfect and gratifying success. Hundreds of young ladies depart annually from the doors of that institution fully equipped to make a living as book-keepers, printers, wood carvers, stenographers, type writers, designers, dress makers, house-keepers, music teachers, school teachers, and the best and sweetest of wives.

The Adams Foundry & Machine Co., of Corinth, have just added a storage building 180x30 feet in dimension to their establishment.

The Meridian Daily News says: "We note with pleasure that the proposition to build a large cotton factory in this city is meeting with general favor."

Speaking of the Yazoo delta, the Greenville Democrat says: "Since the palmy days of '49 in California, there has probably never been such an opportunity for laying the foundation for fortunes as the Yazoo delta now presents. This vast plain, containing over 7,000 square miles

of the best lands nature has ever produced, is but partially opened, about three fourths, perhaps even a much larger per cent., being still in a state of nature. Railroads are being built in every direction throughout this rich section, affording convenient means of transportation to all points. These wild lands are now on the market, and can be bought at a tithe of their value, and upon the most liberal terms. One peculiarly valuable feature of this land is that it is inexhaustible, for it is an alluvial deposit about five hundred feet thick, and when the surface shows signs of exhaustion the sub-soiler will bring up a supply of rich earth as good as the original surface. These lands are being rapidly sold and put in cultivation by men from all parts of the world, so that the population is becoming cosmopolitan in character, and extensive improvements are being made in the methods of farming, and a wide diversity of products will necessarily follow. Pomology is already attracting considerable attention, and pears and peaches raised here are superior to similar fruits raised in California."

The Natchez Daily Democrat says: "Go where you will in this city, on any street, you will notice piles of lumber, brick and other building material, showing that improvements are in progress everywhere."

The traveling correspondent of the St. Louis Globe Democrat, writing from Jackson, Mississippi, says: "A peaceable revolution is going on in Mississippi. Carpet-baggers are coming on every train; but they are not of the genus of 1865. They are after farms, not offices. The mildness of the climate is the attraction, instead of the opportunities opened up by reconstruction. The Mississippi carpet bagger of 1888 wants to know all about the soil and nothing about the negro. He has come not because he loves Mississippi more, but because he likes the Northwestern blizzard less."

This is a novel boom which has set in down here. It has features unlike the Alabama boom, the Kansas boom or any other boom. The tide of travel from the far Northwest began a few weeks ago. It continues steadily. It includes Dakota men, Minnesota men, Iowa men, Nebraska men, Illinois men. Dakota furnishes, perhaps, the largest contingent. These travelers all tell the same story. When the blizzards were howling last winter, they registered vows if ever they lived to see the flowers that bloom in the spring, they would move South. Possibly smooth-spoken immigration agents and very low rates on the railroads have something to do with the movement. But there is no denying or belittling the magnitude of it.

These Northwesterners are to be seen in every town of any size in Mississippi."

The Boonville Pleader reports the purchase in that vicinity by Rev. J. G. Archer and Mr. J. V. Alexander of 80 acres of land for the purpose of starting a strawberry farm. Mississippi can boast in Madison and Copiah counties the most extensive strawberry farms in the world.

The Natchez Democrat announced the first cotton bloom for Adams county on the 4th inst. All of the cotton-producing counties in the State will be heard from on that subject before the end of this week.

A prominent wholesale merchant of Meridian remarked to the editor of the Daily News of that city last week that "the farmers of Mississippi are growing every year more independent and self-sustaining, and with a crop in 1888 equal to that of last season, our people will have a large surplus of money to invest in factories and everything else that promises to pay." This is the general opinion of all Mississippians who are capable of diagnosing the home situation.

Subscribe to the MANUFACTURERS' RECORD.

This is an Anniston Page.

[Any desired information not found in this page advertisement can be obtained by addressing the Anniston City Land Co., Anniston, Ala.]

Liberal inducements are offered to manufacturers to locate in Anniston.

Anniston has three banks, but there is a splendid opening here for another with business enough for all.

Anniston invites new industries. There are splendid openings for profitable and absolute safe investments.

The richest ore properties in Alabama are owned by Anniston capitalists, and furnish ore to Anniston's furnaces.

The new enterprises now under construction will employ 4,000 workmen in addition to those now in Anniston.

Anniston has one wholesale grocery and commission house, whose business will aggregate nearly \$1,000,000 this year.

Anniston is building houses almost without number. They are going up everywhere, and yet the demand exceeds the supply.

Anniston is building the largest iron pipe works in the world, to employ 900 hands, and to turn out 200 tons of gas and water pipe a day.

The main building of the pipe works will be an immense brick structure over 500 feet long. The entire works will cover about 20 acres.

Anniston is to day the most inviting point in America for investments in new industrial enterprises, in building dwellings and stores, and in real estate.

The two new coke furnaces will require 30 boilers and 5 engines of 900 horse-power each—a total of 4,500 horse-power—to operate this one plant. These boilers and engines are made right in Anniston.

Pig iron can be made in Anniston at a lower cost than at any other point in Alabama, without a solitary exception, and the wonderful financial record of the four furnaces owned by the Woodstock and Clifton companies prove the correctness of this statement.

Pure air, balmy, dry and bracing, delightful in summer as in winter, the best of water, fresh and sparkling, magnificent scenery, fine churches, good schools, excellent society, the absence of bar-rooms, are a few of the many attractions of Anniston as a place of residence.

Anniston has excellent water works and a fine fire department. In this respect it is fully up to any city in the country. The almost absolute safety from large fires, on account of the unusually good water and fire departments, is a great advantage that is well worth considering by those who are looking for a good location.

There are already more than a dozen furnaces in the Anniston iron district, and a number of others are under construction. Anniston's furnaces are the most profitable in America. They have never had to go out of blast during dull times. Steadily, through all the years of depression since 1873, they kept in full operation, yielding large profits.

The furnaces, car works, pipe works etc., and other new enterprises now under construction, and all of which will be completed and in full operation in a few months, will require 4,000 new workmen thus adding 12,000 or more to the population of the town. These concerns will turn out about \$200,000 worth of work a week. This will all go into circulation in Anniston.

There are splendid openings in Anniston for many industries, large and small, such as cotton and woolen mills, rolling mills, foundries and machine shops, chain works, agricultural implement factories, nail mills, wood-working establishments of all kinds, brick and tile works, flour and corn mills, canning factories, shoe factories, wholesale dry goods, grocery and hardware houses, &c., &c.

Why remain in a city or town which has reached its limit of growth, where there is no chance for making money, where bad climate causes constant sickness, when Anniston offers you an unsurpassed climate winter and summer, bright bracing and health giving, the purest of water, magnificent scenery; in fact, a perfect spot for a home, and an abundance of openings for business enterprises of all kinds, where an absolute certainty of great and rapid growth assures prosperity to all?

Anniston is literally built on iron ore, and in cutting streets through the hillsides large masses of fine ore are taken out and sent to the furnaces. Within the city limits there is a great hill, almost a mountain side of iron, from which the Woodstock Company have been digging ore since 1873, and yet they have scarcely leveled down more than 7 or 8 acres. There is no delving into the bowels of the earth to bring up ore by expensive machinery. It is only necessary to dig it out of the hillside and dump it into the carts. From this ore is made the celebrated Woodstock iron, which has such a wide reputation. From Anniston's furnaces it goes to Anniston's car-wheel and car-axle works, machine shops and foundries. It is made into car-wheels and axles that have a national reputation. Home consumption of Southern raw materials is here aptly illustrated.

Anniston is a city of 12,000 inhabitants, and its population is rapidly increasing. Its numerous industries employ nearly 6,000 hands and pay out over \$60,000 a week in wages. It is the most beautifully located city in America. Travelers who have visited it say that no more attractive site for a city could be found anywhere in the world. It is clean, sober, moral and healthful. It has churches, schools, water works, electric lights, well-paved streets, handsome stores, fine residences and many other attractions. It has more wealth in proportion to population than any other city in the country. It is the industrial and commercial center of one of the richest iron districts in the world. It is surrounded by a splendid agricultural country. It has unequal advantages for the manufacture of everything into which wood and iron enter. It possesses every attraction needed to make it a delightful place for a home or as a health resort.

Anniston's climate is unsurpassed for weak lungs and throats. It is dry and bracing, delightfully sunny and warm in winter, and cool, with never-failing breezes in summer. Its location in the mountains makes its summer climate a great attraction, and Northern people will find it cooler and more pleasant there than in their own homes in summer, while of course in winter it is one of most charming spots in America. A prominent physician, who, suffering from a bronchial trouble, tried the South of France, California, Colorado, Florida and San Antonio, Texas, has been living about a mile from Anniston for some years. He recently stated to the writer that he could positively affirm, as a physician of 37 years' practice, that the climate of Anniston was the best he had ever found for throat affections. Here are found pure air, good water, a salubrious climate, absolute freedom from malaria, well-paved streets, and the finest hotel in the State, costing \$200,000.

"ANNISTON:

A Romance of the New South."

HON. WM. D. KELLEY,

THE GREAT PENNSYLVANIA STATESMAN,

After many weeks of careful investigation of the resources and advantages of the iron section of Alabama, lately wrote an exceedingly interesting article entitled "Anniston: A Romance of the New South." In this article he gave an enthusiastic description of the growth of Anniston, widely known as "The Model City of the South," and of its wonderful development and marvellous mineral wealth. Judge Kelley declares that Anniston is an

"IDEAL INDUSTRIAL CENTER,"

And says that "it is in many respects the most remarkable center of the iron industry in the Southern States."

Anniston is beautifully located in the Alabama Mountains. It is surrounded by the *Most Marvellous Mineral Resources of the South, by Vast Forests of Virgin Timber and by a Magnificent Farming Country.* There are twelve Furnaces in the "Anniston Iron District," (two of them making the celebrated "Woodstock Iron," being within the city limits, and two more, to make Coke Iron, being under construction.) Anniston now has Three Banks, the Best Schools in the State, Fine Churches, Opera House, one of the Largest Cotton Mills in Alabama, Immense Car Wheel and Car Axle Works, Car Works, Rolling Mill, Machine Shops and Foundries, a large Steel Blooming, the only one in the South, a 90-inch Morse Cotton Compress, Immense Fire Brick Works, costing \$100,000, Planing Mills, Water Works, Electric Light Works, two Ice Factories, &c., and is now building two Coke Furnaces, to turn out 100,000 tons of iron a year; Iron Pipe Works, the largest in the world, to employ 900 hands and consume 200 tons of pig iron a day; a \$60,000 Agricultural Implement Factory, \$300,000 Horse-shoe Works, a \$30,000 Union Depot, &c.

THE UNITED STATES ROLLING STOCK COMPANY, OF NEW YORK, having a capital of \$4,000,000, are now building at Anniston

GIGANTIC CAR WORKS,

Including Rolling Mill, Foundry, Machine Shops, &c., to cost \$1,000,000, to employ 1,000 Skilled Mechanics, and to turn out 25 complete Cars a day, including freight, passenger, sleeping and parlor cars, everything, from making the wheels to the upholstering, to be done in these works. This is the most important industrial enterprise ever established in the South by Northern capital.

THE ENTERPRISES

Now under construction, and for the building and running of which every dollar has been raised, will require over 4,000 workmen in addition to those now here. The population, now 12,000, will be about 25,000 by the end of 1888. Great inducements offered to manufacturers to locate here.

OVER 100,000 ACRES

Of the Finest Iron Ore, Timber and Coal Lands in Alabama, including the great Cahaba Coal and Iron Property of 40,000 acres of the best Coking Coals in the South, are owned by Anniston capitalists, and are being developed in the interest of this town. These Lands, the New Furnaces, Pipe Works, Railroads to develop these properties, &c., HAVE ALL BEEN PAID FOR IN CASH, THERE BEING NO DEBTS OR BONDS TO ENCUMBER THESE GREAT ENTERPRISES. There are

SPLENDID OPENINGS HERE

for many industries, large and small, such as Cotton and Woolen Mills, Foundries and Machine Shops, Chain Works, Agricultural Implement Factories, Nail Mills, Wood-Working Establishments of all kinds, Brick and Tile Works, Flour and Corn Mill, &c., &c. Wholesale Dry Goods, Grocery and Hardware Houses are needed, and a large trade could be secured at once.

Contractors and Builders will find splendid opportunities for profitable investments in building dwellings, stores, &c. At least 2,000 new houses will be needed this year to accommodate the people to be brought here to operate the new enterprises under way, and others.

Manufacturers, Merchants and others desiring to locate in the best city in the South, where a solid and substantial growth is assured, are invited to visit Anniston or to write for pamphlets, &c., to the

ANNISTON CITY LAND CO., Anniston, Ala.

ALABAMA'S GREAT MINERAL WEALTH

SURROUNDS THE

★ CITY OF TALLADEGA, ★

Which, according to statistics, is the **MOST HEALTHFUL CITY IN ALABAMA**, and the County Seat of Talladega County.

THE CITY HAS A POPULATION OF 5,000, AND ITS POPULATION IS RAPIDLY INCREASING.

TALLADEGA is on the main line of the E. T. V. & G. Railroad, the A. & A. Railroad, and is the present terminus of the T. & C. Railroad. Work is rapidly progressing on the Birmingham & Savannah Air Line Road, between Birmingham and Savannah, and within twelve months this road will be completed via Talladega from Birmingham to Savannah, which will place Talladega on the direct line from Birmingham to deep water on the Atlantic, making

TALLADEGA ONE OF THE BEST DISTRIBUTING POINTS IN THE STATE.

THE CITY HAS

AN EXCELLENT SYSTEM OF COMMON GRADED SCHOOLS,

With a scholastic population of 500, and **THE MOST COMMODIOUS AND ATTRACTIVE PUBLIC SCHOOL BUILDING IN THE STATE.** The main building is a three-story brick, slate roof structure, well ventilated, heated by steam; has accommodations and seating capacity for 500 pupils. This school is owned and sustained by the city. All branches of English literature, foreign languages, music, the sciences and art, are taught for a nominal tuition. Among other educational institutions are the following:

SYNODICAL FEMALE INSTITUTE, Property valued at \$50,000.

D. D. & B. INSTITUTE, Property valued at \$150,000.

BLIND INSTITUTE, (in course of construction,) property valued at \$150,000.

FOSTER COLLEGE, property valued at \$150,000.

No other city in Alabama has so many educational institutions and so many public buildings.

← TALLADEGA HAS THE MOST COMPLETE SYSTEM OF WATER WORKS IN THE STATE. →

The stand pipe has a capacity of 175,000 gallons, and into this reservoir a supply of fresh, clear, pure water is pumped every day from a large spring located in the heart of the city, which discharges over 2,000,000 gallons per day. The gravity pressure from this system is 90 pounds to the square inch in the business portion of the city. The city has broad streets, well macadamized and shaded with beautiful trees, and is well lighted with a **SUPERIOR QUALITY OF GAS.** Sixty fire plugs and forty gas lamps protect against fire and illuminate the streets.

A LARGE FURNACE PLANT gives employment to thousands of hands, and makes a high grade of chilled car-wheel iron from ores, limestone and coal within ten minutes haul by rail, or an hour's haul by wagon. **FOUR LARGE LUMBER MILLS**, with an aggregate daily capacity of 200,000 feet of lumber, cut from the long-leaved yellow Pine of this country. **FOUR BRICK YARDS** are in active operation. A SASH, DOOR and BLIND FACTORY, a FOUNDRY, MACHINE SHOP, FLOUR MILL, COTTON-SEED OIL MILL, and various other industries are in successful operation, and the TALLADEGA ICE CO. cools the thrifty population with pure ice at 50 cents per hundred. Another large furnace plant will be completed within the next ten months. A Spoke and Handle Factory and many other industries are projected, with a view to early completion.

Taxable property has increased 100 per cent. within the past twelve months. The rate of taxation is limited in the city charter to half of one per cent., and the city offers an exemption from taxation to all manufacturing enterprises for a period of ten years. The county of Talladega supplies more crude material, in the way of minerals and timber, than any other county in the State. Almost within the corporate limits of the city are extensive deposits of the highest grades of limonite ores, yielding 50 to 58 per cent. metallic iron, with only a trace of phosphorus, and limestone abounds in the greatest abundance. Coal is within twenty miles by rail.

THE TALLADEGA LAND & IMPROVEMENT CO. owns 5,000 lots suitable for residences, business and manufacturing, in and adjacent to the city. Lots are donated to manufacturing enterprises, and liberal inducements offered to actual settlers. **SPRING LAKE PARK** is owned by this company, and it is being made the most attractive resort in the State. The lake covers an area of seven acres, and is a beautiful sheet of clear spring water. Parties seeking a healthy climate, free from malaria and epidemics, and a prosperous city, are invited to visit Talladega. Address for maps, etc.

The Talladega Land & Improvement Co., Talladega, Ala.

THE SHEFFIELD, Colbert County, Ala.

The Iron Manufacturing Center of the South.

BEING at the head of navigation, and on the south bank of the Tennessee river, Sheffield is the natural outlet for the mineral and manufacturing products of Alabama and neighboring States seeking a water route to points on the Ohio and Mississippi rivers, and to the Gulf of Mexico, as well as the best distributing point over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. Four railroads certain, and several others assured. Principal shops of Memphis & Charleston Railroad will be erected here pursuant to written contract. These will employ between four hundred and five hundred mechanics, and consequently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here.

Five Blast Furnaces Now Under Construction,

Of which one is finished, and the remaining four contracted to completion the present summer, have estimated capacity of 700 tons pig iron per day. This is 40 per cent. more than now manufactured at Birmingham, Alabama. Experts do not hesitate to say that iron can be manufactured more cheaply at Sheffield than at Birmingham, and its river transportation facilities will enable Sheffield iron to reach the principal markets at a saving of from

\$2.00 TO \$2.50 PER TON.

A first-class daily newspaper is regularly issued. Furniture Factory, Bottling Works, Bakery, Dummy Street Railroad, a 90-inch Morse Cotton Compress, Electric Lights, Agricultural Implement Works, 3 Steam Brick Works, 2 Hand Brick Works, 2 Steam Wood-Working Establishments, Water Works, 2 Banks, a Savings Bank, and Steam Job Printing Office already in successful operation, and Iron Pipe Works, 15-ton Ice Machine and five-story hotel, with all modern appliances, will be erected. The Cleveland Hotel, Park House and numerous boarding houses furnish accommodations to travelers. Postoffice, Telegraph Office and Express Office already established. Paint Works and Stove Works now under construction. Other manufacturing establishments under consideration, and will probably be built shortly.

Good Water. Free Public Schools and Churches. Health and Climate Unsurpassed.

Drainage excellent. Splendid opening for men of push and energy. No "Old Fogy" element here.

No better point for profitable investment.

Sites for Manufacturing Enterprises,

And for Free Public Schools and Churches

Donated by Sheffield Land, Iron & Coal Company.

Population January 1st, 1887, 700; August 21st, 1887, by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations.

Three years ago the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three-story brick business houses, and one and two-story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants.

LIMESTONE of excellent quality for fluxing iron in unlimited quantities at the furnaces' sites. First-class building stone and brick clay abundant. Rich and extensive deposits of brown hematite iron ore within twenty miles, along the lines of two Sheffield railroads. The Sheffield & Birmingham Railroad runs through the heart of the Warrior Coal Fields, which abound in first-class coking, steam, gas and grate coal. Timber is abundant and cheap.

The Memphis & Charleston Railroad and the Sheffield & Birmingham Railroad are now in operation into Sheffield. The Louisville & Nashville Railroad Co. is now extending its Nashville, Florence and Sheffield division, which will be completed to Sheffield before July 1st, 1888. Surveys of three other railroads have been recently completed to Sheffield, which will soon be the best combined river and railroad transportation center in the South.

Every merchant and every established manufacturing enterprise is doing a profitable business. More are needed. For further information address

WM. L. CHAMBERS, Vice-Prest. and Manager

Sheffield Land, Iron & Coal Co., - Sheffield, Ala.

ROME, GA.

OF all the growing cities in the growing South, Rome presents the greatest opening for money-making investments, with surrounding fields as rich as the lands of Goshen, with exhaustless deposits of brown and red Iron Ores and Manganese immediately at hand on all sides, with mountains of Marble and Limestone coming right up to the city, with an abundance of the best Coal easy of access, areas of untouched forests, and with seven railroad outlets and two navigable rivers, Rome stands, in natural advantages, pre-eminently above any other proud and pretentious city within the limits of this proud and ambitious commonwealth.

THE HEALTH OF ROME IS UNSURPASSED.

*THE UNUSUALLY LOW DEATH RATE IS A PHENOMENON,
STANDING WITHOUT A PEER AT 8.40 PER THOUSAND.
NOT ONE CASE OF CATARRH OR CONSUMPTION EXISTS OR
EVER ORIGINATED WITHIN HER LIMITS.*

Rome has 12,000 inhabitants, has invested in colleges and school buildings about \$300,000; in church building over \$100,000; in her new hotel \$125,000; in the dummy line, just completed, over \$50,000. Her manufactories employ 800 hands, with other enterprises now going up. Her system of water-works and sewerage is unsurpassed. The city is lighted with gas, and negotiations for an electric light plant are now pending. The highways leading to the city are all well macadamized. The Post-office Department has recently made Rome a free postal delivery office. The annual business of the city is about \$12,000,000, with the trade constantly increasing. The yearly range of temperature at Rome, between the average highest and lowest, is about 84 degrees; the mean temperature is 60.6 degrees. About seven months intervene between the first and the last killing frosts of the year. There is no better society to be found anywhere.

The Rome Land Company (J. W. Rounsaville, President, T. F. Howell, Treasurer, and J. L. Bass, Secretary and Business Manager) will donate ample grounds to, and otherwise aid, any worthy manufacturing enterprise that may locate here.

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THE HERCULES

WATER WHEELS

Are the Best Water Wheels ever made.

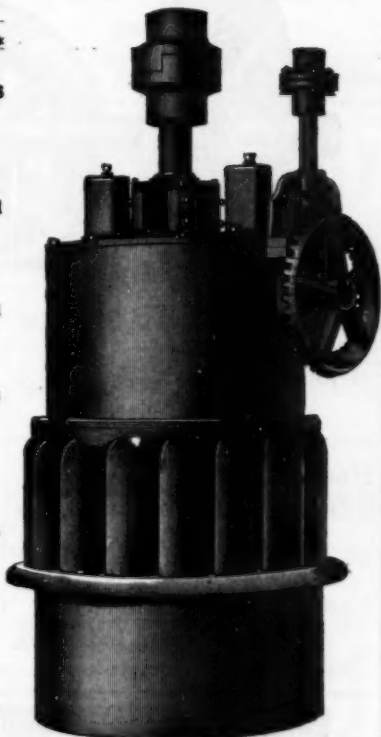
A Good Water Wheel Increases
The Value of Your
Whole Plant.

Get the Best at First, and Avoid
the Expense and Delay of
Changing the Wheels.

A Good Wheel will serve you
well for Twenty Years.

The Best is the Cheapest. It Does
More Work, Lasts Longer, and
Costs no more for Gears
and Setting than a
Common Wheel.

The Hercules Gives the Most Power
for its Size and the Highest
Average Percentage from
Full to One-half Gate
of any Wheel
ever made.



THE HERCULES WHEELS IN THE SOUTH.

When ordered.	Name and Address.	Size of Wheel, Inches.	When ordered.	Name and Address.	Size of Wheel, Inches.
1874.	Arctic Ice Co., Augusta, Ga.	1-36	1883.	The Roberdel Mfg. Co., Rockingham, N. C.	1-39
	B. Merry, Beretta, Ga.	1-31		Hope Mills, Hope, N. C.	1-36
	J. B. Connolly, Augusta, Ga.	1-39	1884.	Porter Mfg. Co., Clarksville, Ga.	1-30
	Summerville Mills, Augusta, Ga.	1-37		Fairmount Mfg. Co., Williston, Ga.	1-45
1886.	Pea Dee Mfg. Co., Rockingham, N. C.	1-39		E. I. Du Pont, De Nemours & Co., Wilmington, Del.	1-28
	Langley Mfg. Co., Langley, S. C.	1-15		Geo. W. Brackenridge, San Antonio, Texas	1-13
	Clifton Mfg. Co., Clifton, S. C.	1-34		Young & Hack, Augusta, Ga.	1-45
	Piedmont Mfg. Co., Piedmont, S. C.	1-34	1885.	Richmond & Alleghany R. R. Co., Richmond, Va.	1-18
1886.	D. E. Converse, Glendale, S. C.	1-18		San Antonio Water Works, San Antonio, Texas	1-33
	Eagle & Phoenix Mfg. Co., Columbus, Ga.	1-36		James Riddle & Son, Wilmington, Del.	1-39
	Arctic Ice Co., Augusta, Ga.	1-30	1886.	Roswell Mfg. Co., Roswell, Ga.	1-36
	" " " " " "	1-33		Thomas M. Holt, Haw River, N. C.	1-60
	" " " " " "	1-15		Reedy River Mfg. Co., Reedy River Factory, S. C.	1-36
	Clifton Mfg. Co., Clifton, S. C.	1-34		Jessup & Moore Paper Co., Wilm'n, Del.	1-42
	Dr. J. S. Boyd, Clay Hill, Ga.	1-15		" " " " " "	1-48
	Thomas M. Holt, Haw River, N. C.	1-48		" " " " " "	1-51
	Eagle & Phoenix Mfg. Co., Columbus, Ga.	1-18		Marietta Paper Mfg. Co., Marietta, Ga.	1-12
	Princeton Mfg. Co., Athens, Ga.	1-39		" " " " " "	1-30
1886.	D. E. Converse & Co., Glendale, S. C.	1-18		Augusta Factory, Augusta, Ga.	1-42
	H. A. Merry, Beretta, Ga.	1-37		Lockwood & Kampman, San Ant'o, Tex.	1-18
	E. Lockhart, Eubanks, Ga.	1-37		" " " " " "	1-18
	South Carolina R.R. Co., Charleston, S.C.	1-12	1887.	Durham Water Works, Durham, N. C.	1-36
	Roswell Mfg. Co., Roswell, Ga.	1-30		Richmond Paper Mfg. Co., Richmond, Va.	1-36
	Richmond & Alleghany R. R. Co., Richmond, Va.	1-9		Augusta Electric Light Co., Augusta, Ga.	1-36
	Riverside Cotton Mills, Danville, Va.	1-42		Petersburg Electric Light Co., Petersburg, Va.	1-39
	Leak, Wall & McRae, Rockingham, N.C.	1-42		J. N. Williamson, Gibsonville, N. C.	1-39
1887.	Marietta Paper Mfg. Co., Marietta, Ga.	1-12		Riverside Cotton Mills, Danville, Va.	1-42
	" " " " " "	1-24		C. J. Milne & Son, Wilmington, Del.	1-42
	J. A. Harris, Holcomb's Rock, Va.	1-25		Porter Mfg. Co., Clarksville, Ga.	1-42
	D. E. Converse & Co., Glendale, S. C.	1-18			
	The Roberdel Mfg. Co., Rockingham, N. C.	1-18			
	Pacolet Mfg. Co., Pacolet, S. C.	1-54			
	Eagle & Phoenix Mfg. Co., Columbus, Ga.	1-30			
	J. C. Watson & Bro., Ridge Springs, S. C.	1-21			

If you want to buy a new water wheel, if your old wheel does not give absolute satisfaction, if you would like to know just how perfect a water wheel can be made, or if you are in any way interested in water wheels, it will pay you to write for CATALOGUE NO. 3 to the

HOLYOKE MACHINE CO.

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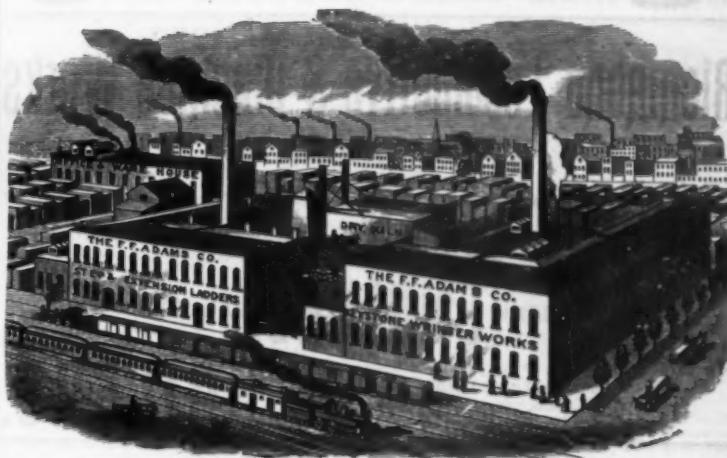
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OUR VERY LATEST.

The Imperial Milk Shake.

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NO NOISE OR ANY OF
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ONE-GLASS SHAKE, - - - - - \$11.50
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They are HANDSOMELY NICKEL PLATED and
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THEY ADD TO BUSINESS

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Write and see what inducements we have to offer.

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**MACHINE AND CAR BOLTS,
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MADE IN SOLID DIES.
COLD PUNCHED, CHAMFERED, TRIMMED &
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Bridge Rivets,

WASHERS,

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Single Keys.

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BUILDERS OF

LOCOMOTIVES.

Standard and Narrow-Gauge, for
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Road Locomotives and Cars, the only
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Standard Sections
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16 lbs. Full Size.

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50 to 80 lbs. per yard
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Railroad Car Trimmings & General Brass Ship Work.

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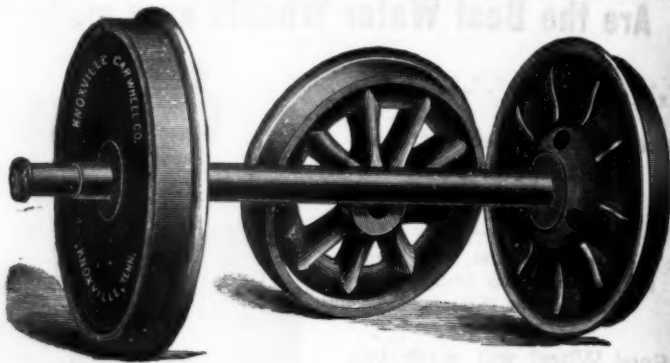
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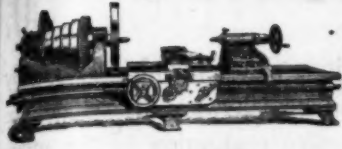
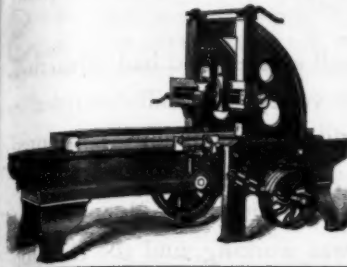
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Estimates furnished. Write for
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ENGINE LATHES,
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Build AND Repair Your Machinery

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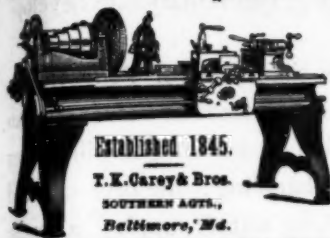
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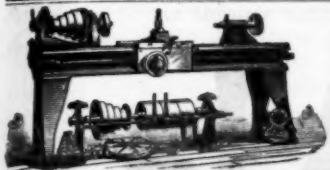


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T. K. Carey & Bros.

SOUTHERN AGTS.,

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**17, 24 & 27-INCH Engine Lathes**

New Designs.

THE MULLER MACHINE TOOL CO.

8th and Evans Streets,

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Sebastian, May & Co.'s Improved Screw Cutting

FOOT AND LATHES POWER

\$175.

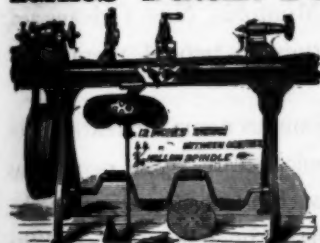
\$60.

Drill Presses, Shapers, Band, Circular and Scroll
Saws, Machinists' Tools and Supplies. Lathes
on trial. Catalogue mailed on application.

182 West Second Street, CINCINNATI, O.

Barnes' Patent Foot Power Machinery.

Complete outfit for Actual Workshop Business. Lathes for Wood or
Metal. Circular Saws, Scroll Saws, Formers, Mortises,
Tonnages, Etc., Etc.



Our Patent Velocipede Foot-Power is without question the best yet
applied to Lathes. Read a few expressions from those using them:
"I do not see how your lathes can be produced at so low cost." "The
velocipede foot-power is simply elegant." "Can turn a whole day,
and feel as little tired as though only working around." "In regard
to the velocipede foot-power, I consider the lathe without an equal."
"I sat at the lathe for 11 hours, cutting off and threading 1 1/2 steam
pipes. Those who saw it declared it equal to 18 hour job in machine
shop." "Using the velocipede foot-power, the operator can hold a steady
hand for doing the work." "For doing actual business, the lightest or
the heaviest, give me the velocipede foot-power." "The 4 1/2 lathes
is equal to any cutting twice the money." "It has astonished me, how
you can make machines to pay you for so small sum of money." "The
No. 6 lathe is the most perfect tool I ever saw for the money." "I can
do double the amount of work on the velocipede, than I can on any
other style of foot-power lathe." "There is no tax on strength, the
body is at rest, steady, the hands and attention free for the job."
"The velocipede.—It is the best foot-power of any for lathes."

If desired, these machines will be sold ON TRIAL. The purchaser can have ample time to test
them in his own shop and on the work he wishes them to do. Descriptive Catalogue and Price-List
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Laundry Machinery.

Largest Stock. Latest Improvements. Fullest Line.



Washing Machines,
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BOILERS AND ENGINES.

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CINCINNATI, O.**STEEL CASTINGS**

From 1-4 to 15,000 lbs. Weight.

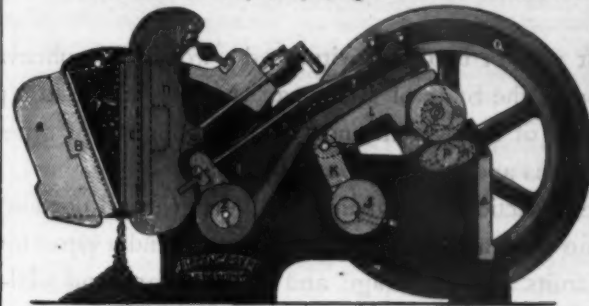
True to pattern, sound, solid, free from blow-holes, and of un-
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any position or for any service whatever. 40,000 CRANK SHAFTS
and 30,000 GEAR WHEELS of this steel now running prove this.
CRANK SHAFTS and GEARING specialties. STEEL
CASTINGS of every description. Send for circulars and prices to

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The "LANCASTER" ROCK BREAKER AND ORE CRUSHER,

The Newest, Most Simple, Rapid, Lightest and Most Effective Crusher Extant.



TYPE No. 1 LONGITUDINAL SECTION.

Screens, Elevators and Conveyors. Address

JAS. H. LANCASTER, 187 Broadway, New York,

Sole Maker of the "Lancaster" Hand and Power Coal Wedging and Coal Drilling Machines.

Adjustable while
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product.

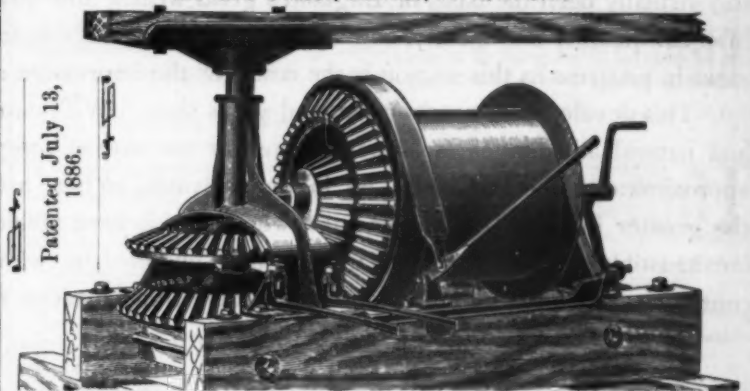
Less power required
and less liability to
breakage, and less in
first cost and in sub-
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advantages are being
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Competitive trials
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The "Lancaster"
Crushers may be
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horse-power, steam
or other power, and
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AN IMPROVED HORSE POWER HOISTING MACHINE, with a combination
of fast and slow speed. With fast speed a horse will lift 1,000 to 1,500 lbs. on a single line at a speed
of 60 feet per minute, and with a single block 3,000 lbs. at 40 feet per minute. With the slow speed a weight of
1 1/2 tons with a single line, and with a single block 3 tons; with two single blocks 5 tons; with double
single blocks 7 tons. The speed single line 30 feet per minute, with single block 15 feet per minute.
In this combination of gears the user has the advantage of two machines embraced in one, with a saving
of 25 per cent. in cost and 60 per cent. in weight.

SIMPLE, DOES NOT GET OUT OF ORDER.

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HORSE POWER HOISTING MACHINERY

For Bridge Builders, Contractors, Quarrymen, Mineral and Coal

Miners, Masons and Builders.

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**BRADLEY'S UPRIGHT CUSHIONED & HEATING FORCES
HELVE HAMMER**

With a manufacturing expe-
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we recommend these ma-
chines to be the best, sim-
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ESTABLISHED 1832

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HILL CITY PIPE WORKS

Manufacture all kinds of Blast
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and Tobacco Machinery, &c.
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Successors to B. GILES & CO., Chattanooga, Tenn., Manufacturers of

Also Castings and Pat-
terns of Every Descrip-
tion made to order.

Subscribe to the **MANUFACTURERS' RECORD.**

A RETROSPECT.

THE past year or two have witnessed a wonderful upheaval in the ways, customs and activities of the people of a goodly portion of the State of Alabama. It has chronicled a progress that a decade before had not shown. It was not the discovery of a new truth, nor the development of a new fact, but a sudden and impressive realization of the utility and value of truths and facts known for years.

The mineral section of Alabama (the north central portion) before the civil war was fairly well settled, and had attractions of climate in an even and healthful temperature and a pure, invigorating atmosphere; of fertile valleys and hills adapted to cotton, grain, fruits and pasturage, and an abundant and well-distributed water supply that made its inhabitants contented, happy and prosperous.

The great civil war was a revolution in more senses than that historically attributed to it. It brought out elements that changed destinies. Many years seemed to be absorbed in the process, but the leaven of facts was working, and the development was sudden and startling. In this section the two great factors in the world's industrial economy—coal and iron, which had virtually been the basis of England's great wealth and power, and of Pennsylvania's marvellous prosperity—were found in equal quantity and quality, and surprisingly more available for economic working and reduction. The remarkable development in progress in this section is the result of the impressive realization of these facts.

This development seems rapid, and yet is slow. With natural resources equal, if not greater, than those of Pennsylvania and natural advantages far superior, even at the rate of progress of the past few months, it will be decades before we can approximate to her standard. As in Pennsylvania, so here are certain points where a combination of advantages will center the greater industrial developments; where coal is most abundant and available for working and handling; the ores rich and inexhaustible; limestone abundant; a most eligible site with attractive surroundings; an ample water supply; a fertile contiguous territory; abundant and competitive transportation facilities, and a central location. Such a point is

Bessemer, Ala.

Within a mile of its furnaces the ore is mined and the limestone found in exhaustible beds. Within nine miles, in eight-foot seams, the best of coking coal,—the ore and coal both *mined and delivered at less than one dollar per ton*. Situated in one of the most charming and picturesque sections of the South, on a broad plateau in the famous Jones Valley, twelve miles from Birmingham, midway between Chattanooga and Meridian, Mobile and Nashville, Savannah and Memphis, New Orleans and Louisville, with railroads radiating to each,—seven lines already completed and three others surveyed, two of them under construction.

On the 12th of April, 1887, the first lot was offered and sold in Bessemer. Within a year's time an actual investment or outlay in improvements of over *two million* dollars has been made within its limits, and a population of 3,500 people has located there. Magnificent plants of iron furnaces, iron and steel rolling mills, foundry and machine shops, screw works, planing and drying mills and wood-working factory, fire-brick works, building-brick works, etc., have been erected. Choice business blocks costing from twenty-five thousand to one hundred and twenty-five thousand dollars have been constructed, and nearly four hundred buildings have been completed or are near completion.

Yet Bessemer has not been advertised, for it has grown fully as rapidly as stability of growth and prosperous development would warrant, and it has to its credit a rapidity of growth and development unrivalled in this country.

Bessemer is destined to be a large milling and manufacturing center and prosperous city, for its coal and iron fields are inexhaustible, and its transportation facilities are unexcelled in the South; for nearly all the various manufacturing industries and kinds of business enterprises it affords advantages that cannot be rivalled in this country.

The facts of Bessemer court the most rigid investigation. Facts, not expectations, are suggested to enlist interest and attract attention. In all that may be published under our name concerning Bessemer, the reality and correctness of the statements can be relied upon.

The Bessemer Land and Improvement Co., upon whose property Bessemer is largely built, will promptly furnish information as asked for, and offer substantial inducements in the way of *Sites, Subscriptions, Stock or Loans*, to all industrial enterprises giving remunerative employment to the people.

Bessemer Land and Improvement Company,

WM. BERNEY, President. H. M. McNUTT, Secretary.

CONSTRUCTION DEPARTMENT

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

ALABAMA.

Alexandria—Oil Mill and Guano Factory.—R. Bouling is making efforts to organize a stock company to build the cotton-seed oil mill and guano factory reported last week.

Aniston—Gas Works.—The Anniston Gas & Light Co. will hold a meeting on July 24 to increase their capital stock.

Aniston—Residence.—A. J. Riddle has commenced work on a residence to cost \$6,000.

Atalla—Depot.—The contract to build the depot for the Alabama Great Southern Railroad, previously mentioned, has been let to Adams & Schneider, of Chattanooga, Tenn. It is reported to cost \$10,000.

Avondale—Ice Factory.—The Avondale Ice Co., previously reported as to enlarge their ice factory, are now putting in the additional machinery. The capacity will be increased from 15 to 35 tons daily.

Birmingham—Cottages.—Moncrief & Co. will build 30 cottages.

Birmingham—Iron Furnace.—The Pioneer Mining & Manufacturing Co., who have lately completed their large iron furnace, will hold a meeting on July 25 to consider increasing their capital stock to \$1,500,000.

Birmingham—Lumber Mill.—The Clock Lumber & Manufacturing Co. has been organized to manufacture lumber. K. L. Clock is manager.

Birmingham—Barrel Factory.—A barrel factory is reported to be established at Gate City.

Birmingham—Building.—Eddy & Browne will erect a two-story brick building on Third avenue to cost \$6,000.

Birmingham—Depots.—J. T. Mason has contracted to erect 5 depots along the Birmingham Mineral Railroad.

Decatur—Theatre.—The Casa Grand Theatre Co., reported last week as chartered, has been organized with C. J. Duncan as president; J. D. Jones, vice-president; W. J. Arthur, secretary, and W. W. Hedges, treasurer. They will erect their building at once, and want to secure the services of a competent architect.

Decatur—Houses.—Hoy & Clanson will probably contract to build 10 more houses for L. Corey.

Demopolis—Pulp Mill.—A pulp mill to manufacture pulp from cotton seed and cotton seed hulls is reported to be built. If true George Leder can give particulars.

Florence—Shoe Factory.—The capital of the Florence Shoe Factory, reported last week as to be erected, will be \$30,000. J. W. Nichols has the contract for erecting the building.

Florence—Pump Factory and Saw and Planing Mill.—Serage & Reynolds will erect at once the pump factory reported last week. Their capital will be \$25,000. They will also build a saw and planing mill to cost \$25,000.

Florence—Depot.—A freight and passenger depot will be built at once by the Nashville, Florence & Sheffield Railroad Co.

Florence—Saw Mill.—A saw mill to cost \$5,000 will be erected by M. K. Hunt.

Florence—Railroad.—The W. B. Wood Furnace Co. are building a branch railroad to their iron furnace. It will be extended along the Tennessee river by the Florence Railroad & Improvement Co.

Florence—Carriage Factory.—A. La Rock is building a two-story carriage factory, 20x40 feet.

Gadsden—Residence.—W. S. Standifer will build a residence to cost about \$8,000.

Gadsden—Silver Mining.—Williams & Huffer are mining for silver.

Huntsville—Screw Factory.—A. Major, of Bessemer, will, it is stated, build a screw factory.

Jacksonville—Residence.—J. A. Gaboury will build a residence to cost \$8,000.

Mobile—Railroad.—It is reported that the Illinois Central Railroad Co. (office, Chicago, Ill.) have borrowed \$10,000,000, to be used in improving the Mobile & Ohio Railroad.

Mobile—Courthouse.—All bids for building the new courthouse, previously reported, have been rejected, and new bids are wanted. Rudolph Benz is architect. The cost is estimated at \$50,000.

Montgomery—Sewerage System.—The mayor and city council will shortly advertise for bids for the construction of an extension of the sewerage system.

Selma—Boiler Works.—Stanford & Sons, of Meridian, Miss., have secured a site to establish branch boiler works.

Sheffield—Houses.—Enoch Ensley, of Memphis, Tenn., will, it is stated, build about 25 or 30 houses.

Sheffield—Spoke and Handle Factory.—Wilhoite & Thompson will erect a factory for manufacturing spokes, handles, hubs, &c.

Sycamore—Saw and Planing Mill.—Charles & Allison have moved their saw mill to Sycamore, lately reported, and are adding planing and lath mill.

Troy—Cotton Factory.—The company to build the cotton factory previously mentioned as projected will shortly be chartered. Fox Henderson can give particulars.

Troy—Ice Factory.—Minchener & Knox will build the ice factory previously reported. The daily capacity will be 10 tons, with a room for cold storage.

Troy—Fertilizer Works.—The Troy Fertilizer Co., previously reported as to add a cotton-seed oil mill, acid chambers and a ginny to their works, and as purchasing the plant of the Pike County Guano Co., will hold a meeting July 9 to increase their capital stock to \$90,000.

Troy—Planing Mill and Wood-working Factory.—Minchener & Knox will erect a planing mill and a factory to manufacture handles, spokes, barrels, buckets, &c.

Wyeth City—Canning Factory.—It is reported that a company has been formed to start a canning factory. If correct, the Wyeth City Land & Improvement Co. can give particulars.

ARKANSAS.

Arkadelphia—Canning and Evaporating Factory.—The report last week that a canning and evaporating factory is being erected is not correct.

Bear—Mining.—Mr. Morris and J. R. North will develop mines.

Benton—Distillery.—A fruit distillery is reported to be started.

Bentonville—Tobacco Factory.—The Arkansas Tobacco Co have increased their capacity for manufacturing cigars.

Fort Smith—Street Railroad.—It is reported that another company has been chartered to build a street railroad.

Helena—Railroad.—The Helena, Batesville, Water Valley & Aberdeen Railroad Co. have been chartered to build a railroad from Aberdeen, Miss., to Helena.

Little Rock—Natural Gas.—Hiram Robbins and associates will organize a stock company to bore for gas. They have purchased 1,100 acres of land.

Little Rock—Rolling Mill.—Martin Richards, of Massillon, Ohio, has made a proposition to erect a rolling mill.

Little Rock—Wagon Factory, &c.—Geo. De Vany, of Laverne, Tenn., is thinking of establishing a factory to manufacture wagons and agricultural implements.

Little Rock—Iron Mining.—Frank H. King has leased manganese iron ore lands and is organizing a stock company to develop them.

Little Rock—Paint Works.—The Little Rock Paint Co. are erecting a larger building for their paint works.

Malvern—Church.—P. J. Ledwidge, of Hot Springs, has contracted to build a church for the Presbyterians.

Marianna—Oil Mill.—It is rumored that a cotton-seed oil mill will be built.

Newport—Cotton Compress.—A meeting was held on June 21 to consider erecting a cotton compress.

Paragould—Cooperage Works.—A larger building has been erected for the Paragould Cooperage Works.

Pine Bluff—Electric Light Plant.—An incandescent electric light plant is reported to be erected.

Russellville—Brick-yard, &c.—A. Bernard & Co. have started a brick-yard. They will erect soon a two-story brick store and opera house building 52x85 feet.

Siloam Springs—Telephone Line.—The Siloam Springs Telephone Co., capital stock \$2,500, has been chartered, with Charles B. Crombie as president.

FLORIDA.

Altosna—Pole Road.—A company is being formed to build a pole road from a point 5 miles west of Altosna via Altosna to the St. John's river. The capital stock will be \$20,000.

Crescent City—Street Railroad.—Edwin Gilbert and others contemplate building a street railroad.

Eustis—Water Works.—Efforts are being made to form a stock company to build water works to cost about \$8,000 or \$10,000.

Fernandina—Water Works.—Proposals for building the water works previously reported will be received until August 1 by George R. Fairbanks. Plans, &c., can be secured from W. B. C. Duryee.

Gainesville—Dummy Railroad.—The railroad previously reported as being surveyed from Gainesville to Newnan's Lake is now being built. Dummy engines will be used as a motive power. F. Miller can give information.

Jacksonville—Tub and Bucket Factory.—Joseph Marzyck, of Tampa, Fla., previously reported as to form a company to manufacture tubs, buckets, barrels, &c., will erect the factory at Jacksonville. The cost will be about \$4,000.

Jacksonville—Land.—It is reported that the Central Land Co., mentioned last week as chartered by Evan P. Howell, of Atlanta, Ga., A. Beck and others, have optioned 550,000 acres of land.

Jacksonville—Cotton Factory.—A cotton factory is being agitated and a stock company will probably be formed to build it.

Kissimmee—Sugar Mill.—Col. Kreamer states that parties are considering the propriety of erecting sugar mills to utilize the increased crop of sugar cane.

Kissimmee—Railroad.—The St. Cloud Sugar Belt Railroad Co., reported last week as chartered to build a railroad from Kissimmee to Runnymede, has a capital stock of \$120,000. Douglas & Towne have the contract for building the road.

Kissimmee.—The capital stock of the Osceola Construction Co., reported last week as chartered by James P. Scott, of Philadelphia, Pa., and others to build railroads, &c., is \$50,000.

Kissimmee—Land.—James Forrest has sold 23 040 acres of land to James A. Hayes, of Pennsylvania.

Leesburg—Sugar Refinery.—It is reported that parties owning a sugar refinery will move it to Leesburg if the farmers will agree to plant a certain amount of cane.

McDavid—Saw Mill.—John T. Milner will build a saw mill.

Monticello—Cigar Factory.—A large cigar factory is reported to be erected shortly by a party from Boston, Mass.

Ocala—Street Railroad.—J. H. Baillie, Mr. Cribbet and D. H. Miller have asked for permit to build a street railroad.

Ocala—College.—The Baptists are raising money to build a college at Gray Park to cost \$25,000.

Orlando—Residence.—Edward Hudnall is having plans prepared for a residence to cost \$10,000.

Orlando—Cigar Factory.—John G. Sinclair is, it is reported, preparing to erect a large cigar factory to employ 250 or more hands.

Pensacola—Marine Railway.—M. H. Sullivan, W. A. S. Wheeler, W. G. Keyser, R. L. Campbell, S. R. Sanford and others have formed a \$100,000 stock company to build marine railways at Navy Cove, opposite Pensacola. They will begin work shortly.

Piellas—Railroad.—F. G. Watt and W. B. Miranda have formed the Piellas Belt Railroad to build a road from St. Petersburg via Piellas to the Orange Belt Railroad.

Plant City—Canning Factory.—C. W. Andrews is interested in the company reported last week as being formed to start a canning factory.

Sanford—Saw Mill and Grist Mill.—E. H. Herndon has purchased a saw mill and added it to his novelty works, and has ordered machinery for a grist mill.

St. Andrews Bay—Canal and Railroad.—G. B. Thompson, John R. Dove, John D. Martin C. W. Jenks and others have chartered the East Bay & Lake Chipola Canal, Railroad & Land Co., capital stock \$100,000, to build a canal from East St. Andrews bay to Lake Chipola and a railroad from East Bay to the Apalachicola river, &c.

Tallahassee—Water Works.—H. S. Duval, of Gadsden, will shortly make a report in regard to the building of the water works previously reported.

Tampa—Cottages.—It is stated that 300 cottages will be erected for the employees of the cigar factory of R. Monne, lately mentioned as to be moved from New York to Tampa.

Tampa—Electric Railroad.—It is rumored that the Tampa Street Railway Co. will adopt electricity as a motive power.

Windsor—Bucket Factory.—There is talk of starting another bucket factory.

GEORGIA.

Albany—Woodenware Works.—The Albany Woodenware & Variety Works, previously reported as chartered, have organ-

ized with D. H. Pope as president. They will erect their works at once.

Augusta—Brewery.—E. W. Herman, of Louisville, Ky.; J. H. Plank, Chicago, Ill., and A. J. Schween, Cincinnati, O., have formed a \$50,000 stock company to build a brewery. They are looking for a site and will soon commence work.

Barnesville—Oil Mill and Guano Factory.—The Farmers' Alliance are working up the company to build the cotton-seed oil mill and guano factory previously mentioned.

Cartersville—Broom Factory.—John T. Norris and John S. Calhoun will start a broom factory.

Cedartown—Ore Washers.—The Cherokee Iron Co. are erecting ore washing machinery near Cedartown.

Dublin—Railroad.—The Central Railroad & Banking Co. (office, Savannah, Ga.) expect to build a railroad from Dublin to connect with their road to be built from Americus to Eden.

Flowery Branch—Chair Factory.—The Flowery Branch Chair Manufacturing Co. will erect a factory and want to purchase machinery.

Fort Valley—Water Works.—Water works are projected, and estimates have been prepared by J. F. Jenkins, of Columbus.

Gainesville—Smelting Plant.—The Atlantic Mining & Prospecting Co., previously reported, contemplate erecting a 100-ton smelting plant at their Grindle mine, and want estimates for a complete plant for galena and silver ores.

Gainesville—Water Works.—The city will shortly decide by a popular vote whether or not to issue \$10,000 of bonds to build the water works previously mentioned.

Georgia—Iron Mining.—The Carnegie Iron Mining & Manufacturing Co., capital stock \$300,000, has been chartered at Chicago, Ill., to develop iron and coal mines in Georgia, manufacture iron, &c., by W. Yager, C. J. Becker, D. F. Bagley and I. Ackerman.

Hinesville—Water Works.—The Hinesville Water Works Co. will build a system of water works.

Macon—Refrigerator.—J. W. Burke, William Fleming, J. M. Cabanis, E. W. Burke, and N. M. Hodgkins, of Macon, and C. L. Collier and H. I. Kimball, of Atlanta, have chartered the Macon Automatic Refrigerator Co., capital stock \$50,000, to erect the plant referred to last week.

Marietta—Building.—The Marietta & North Georgia Railroad Co. have let contract for an office building.

Offerman—Steam Laundry.—G. H. Padrick contemplates starting a steam laundry and solicits correspondence in regard to machinery.

Rome—Exposition.—The North Georgia & Alabama Exposition, capital stock \$25,000, has been chartered by John J. Seay, John T. Graves and others.

Rome—Nail Factory.—The capital stock of the Rome Nail Manufacturing Co., reported last week as formed to operate the nail and tack factory of T. J. Lattner, of Chattanooga, Tenn., which will be moved to Rome, is to be \$15,000.

Rome—Gas Works.—The Rome Gas Co., previously reported as adding an electric light plant to their gas works, are remodeling their gas works and doubling the capacity at a cost of \$4,000.

Rome—Dummy Railroad.—The Rome Land Co. will build the extension of their dummy railroad, previously mentioned, at once.

Rome—Cigar Factory.—Fred T. Crewe, reported last week as to increase the capacity of his cigar factory, will later in the year organize as the Crewe Cigar Co.

Rome—Paper Mill.—Northern parties are corresponding with a view to building a

large paper mill if sufficient good water can be secured.

Rome—Well.—A stock company is being formed to sink an artesian well at West Rome.

Savannah—Hotel.—The Savannah Hotel Co. have accepted the plans of W. G. Preston, of Boston, Mass., for their large hotel previously reported. It will be not more than 5 stories high, and will contain about 200 rooms. Bids will shortly be wanted.

Savannah—Fertilizer Works.—The Georgia Fertilizer Co., reported last week as chartered with a capital stock of \$100,000, are building works with a capacity of 18,000 tons of ammoniated goods annually.

Woodbury—Wood-working Factory.—J. T. Gilbert, reported last week as to start a broom and chair factory, will also manufacture spokes, handles, furniture, &c. The works will be known as the Oak Mountain Variety Works.

KENTUCKY.

Beattyville—Railroad.—The Richmond, Nicholasville, Irvine & Beattyville Railroad has been voted a subscription of \$50,000.

Louisville—Distillery.—B. A. Ostrom, E. D. Powell and W. J. Boyce have incorporated the Belle of Bourbon Co., to manufacture whiskey. The capital stock will be \$50,000.

Mt. Sterling—School.—A school building is to be erected at a cost of \$10,000. The mayor can give information.

Paducah—School.—Proposals for building an addition to the Third District school will be received until July 3 by W. T. Byrd.

Pineville—Iron Furnaces and Coke Plant.—If the parties (Cary Baxter, of Nashville, Tenn., and others) lately reported as prospecting with a view to building iron furnaces do not decide to build, the Pine Mountain Coal & Iron Co. state that they will build furnaces and a coke plant.

Pleasant Valley—Bridge.—The Kentucky Central Railroad Co. (office, Covington) are preparing to build an iron bridge across the Licking river near Pleasant Valley.

Richmond—Flour Mill.—Forman, Chennault & Co. have recently purchased a buhr flour mill, but have not fully decided to remodel it to the roller system, as stated last week. They are overhauling their own mill, putting in new machinery, &c.

Williamsburg—Building.—Proposals for erecting a three-story brick building, 55x90 feet, for the Williamsburg Institute will be received until July 2 by E. S. Moss.

Winchester—Railroad.—Wals & Mosco have contracted to build part of the Kentucky Union Railroad.

LOUISIANA.

New Orleans—Building.—Work has been commenced on the Tulane Building, previously reported to be erected at Camp and Canal streets. It will be of pressed brick and terra cotta and will be 5 stories high. Mr. Waters is architect.

New Orleans—Bank.—The Whitney National Bank have let the contract for erecting their bank building, previously reported, to Sully & Toledano.

New Orleans—Building.—Work has been commenced on the Morris Building, previously reported. It will be seven stories high and of pressed brick and terra cotta. The architect is Mr. Harrod.

New Orleans—Electrical Railroad.—The Carrollton Railroad Co. will run their cars by electricity as soon as a permit can be secured.

New Orleans—Rice Mill.—Parties from St. Paul, Minn., have bought a site on Montegut street, 31x156 feet, to build a large rice mill. It is said that they will invest several hundred thousand dollars.

New Orleans—Railroad.—The Mississippi Valley Railroad Co. contemplate building several branch roads.

MARYLAND.

Baltimore—Factory.—The Union Car Door, Cleat & Fastener Co., capital stock \$100,000, has been chartered to manufacture car-door fasteners, &c., with Edward B. Searles, Edward C. Heald, Richard S. Culbreth, Henry A. Parr and Charles A. Goodwin as directors.

Baltimore—Buildings.—The Mergenthaler Printing Co. will erect a one-story building on Claggett street; David H. Turner, 9 three story brick buildings on Lexington street, and Frederick Hertel, 7 two-story brick buildings on Belair avenue.

Baltimore—Reservoir.—Proposals for building the new reservoir near Govanstown, previously reported, will be received until July 9 by Robert R. Martin, chief engineer water department.

Baltimore—Cable Road.—Frederick M. Roebing and Charles Roebing, of Trenton, N. J., and Jere D. Mallory and William A. Hanway, of Baltimore, have incorporated the Maryland Traction Railroad Co., capital stock \$250,000, to build a cable railroad from Wethersville through Baltimore to Steelton.

Baltimore—School.—Proposals for erecting the school building at Broadway and Bank streets, previously reported, will be received until July 2 by J. Theodore Oster, inspector of buildings.

Baltimore—Pottery Works.—The Devereaux Manufacturing Co., capital stock \$10,000, has been chartered to manufacture and decorate pottery by Anthony S. Davis, of Port Deposit, and Joseph Martin, John M. Knight, Charles G. Lutts and Joshua N. Richardson, of Baltimore.

Baltimore—Factory.—Flynn & Emerich, founders and machinists, will erect a five-story factory building at Holliday and Saratoga streets.

Catoctin Furnace—Iron Works.—The sale of the Catoctin Furnace Iron Works property to Thomas Gorsuch, of Frederick, previously reported, has been confirmed, and preparations are being made for putting the works in operation. There are two charcoal and one coke furnace.

Crumpton—Canning Factory.—Mr. McVey is building a canning factory.

Frederick—Paint Factory.—Stewart & Cobb will re-establish their paint factory, reported in this issue as burned.

Friendship—Canning Factory.—A canning factory has been erected.

Havre de Grace—Creamery.—A creamery has been erected.

Littlestown—Hay Press.—C. Dutters contemplates erecting a hay press.

Perryman—Canning Factory.—Cornelius P. Mitchell has erected a canning factory.

Washington, D. C.—Cable Road.—James M. Denver, Gilbert Moyers, Thomas J. Myers, John T. Mitchell and others have chartered the District of Columbia Suburban Railway Co., capital stock \$100,000.

Washington, D. C.—Building.—F. F. Schneider will erect a large brick and stone building on Thirteenth street to cost \$75,000.

Washington, D. C.—Railroad.—The bill previously reported as introduced in Congress to charter the Rock Creek Railway Co. has become a law.

Washington, D. C.—Buildings.—Mary Cullenane will erect 3 brick buildings on Sixth street, S. W., to cost \$7,500; J. Ribiere, a \$5,200 brick dwelling at 310 Third street, S. E.; W. B. Partello, 3 brick dwellings on S street to cost \$6,000; A. Palmer, 3 brick dwellings on Chapin street to cost \$12,500; W. A. Custard, 4 brick dwellings on Thirty-sixth street to cost \$6,000; George Prince, a \$12,000 brick dwelling at 1327 Q street; E. Woltze, 5 brick dwellings on Callan street to cost \$6,000; Theodore Sheckels, 3 brick dwellings on O street to cost \$12,000, and Ida Demonet, a \$6,500 brick-dwelling at 933 New Hampshire ave.

MISSISSIPPI.

Greenville—Warehouse.—J. F. Barnes has contracted to build a warehouse for L. & N. Wilczinski to cost \$6,300.

Jackson—Railroad.—It is reported that the Natchez & Jackson Railroad Co. (office, Natchez) contemplate extending their road.

Macon—Cotton Compress.—The Macon Compress & Warehouse Co. have been formed to erect a cotton compress. Machinery has been contracted for.

Meridian—Gas Works.—The Meridian Gas Light Co. contemplate, it is said, increasing their capital stock.

Meridian—Street Railroad.—The Meridian Street Railway Co. are extending their road, previously mentioned.

Natchez—Electric Light Plant.—J. H. Andrews, representing the Van Depoele Electric Manufacturing Co., of Chicago, Ill., is negotiating to erect an electric light plant.

Natchez—Street Railroad.—The Natchez Street Railway Co. have ordered rails to extend their road.

Poplar Springs—Tannery.—It is probable that a stock company will be formed to enlarge the tannery of Holder & Jackson.

Shelby—Saw Mill.—Wade Bros. have erected a saw mill 3½ miles from Shelby.

Shelby—Gin.—The Shelby Gin Co. will erect a large ginny.

Tupelo—Railroad.—\$10,000 has been raised to make a survey of the Helena, Tupelo & Decatur Railroad, previously reported as projected to extend from Tupelo to Decatur, Ala.

Water Valley—Ice Factory.—The name of the company previously reported as formed to build an ice factory and as having ordered machinery is the Water Valley Ice Co.

Winona—Railroad.—It is stated that Dunn Bros., of Birmingham, Ala., lately reported as contracting to build about 10 or 12 miles of the Georgia Pacific extension, have received the contract to build 36 miles more.

NORTH CAROLINA.

Asheville—Water Works.—New pumping machinery will be put in at the Asheville Water Works.

Asheville—Hotel.—Col. Cox is building an addition to his Battery Park Hotel to cost \$30,000.

Asheville—Electrical Railroad.—The Asheville Street Railroad Co., previously reported as to build an electrical railroad, have ordered machinery for their plant and will complete the track-laying at once.

Asheville—School.—Proposals for erecting a school building will be received until July 2 by William W. West.

Charlotte—Church.—The Baptists have purchased a site at Trade and Cedar streets to build a church.

Dallas—Mill.—J. C. Puett has built a new mill 3 miles from Dallas.

Franklinton—Railroad.—A subscription of \$50,000 has been voted to the Great Western Air Line Railroad, lately mentioned as being surveyed.

Hendersonville—Canning Factory.—A canning factory is reported to be started at Hendersonville or Flat Rock.

Iron Station—Cotton Factory.—J. E. Reinhardt & Co. contemplate building a cotton mill about 3 miles from Iron Station, and want to purchase from 1,000 to 2,000 spindles, second-hand if improved and in good order.

Laurel Hill—Cotton Factory.—Mark Morgan, previously reported as to build a cotton factory at Fayetteville, is now building the factory near Laurel Hill.

Madison—Railroad.—A subscription of \$15,000 has been voted to the Roanoke & Southern Railroad.

Morganton—Lumber Mill.—John W. Garrison has, it is reported, erected a lumber mill.

Nag's Head—Hotel.—E. A. Jacobs is building an addition to his hotel.

Nebo—Factories.—It is stated that machinery is being purchased for two factories that are to be started. If correct the Nebo City Improvement Co. can give particulars.

Nebo—Hotel.—A hotel is being erected.

Newton—Flour Mill.—The Newton Roller Mill Co., previously reported as to build a flour mill, have contracted for their machinery.

Oxford—Water Works.—It is stated that work will soon be commenced on the water works previously reported. The cost will be about \$25,000. J. A. Williams can give information.

Pineville—Cotton Mill.—J. A. Younts, Samuel Younts, W. E. Younts, J. H. Collins, S. W. Smith and Oswald Alexander have chartered the Pineville Cotton Mills, capital stock \$100,000. They contemplate beginning work on their mill by next fall.

Raleigh—Railroad.—The Richmond & Danville Railroad Co. will, it is stated, build from Raleigh to Rocky Mount.

Tarboro—Knitting Factory.—John T. Shackelford, previously reported as contemplating erecting a knitting factory, is about commencing work on the building, which will be three stories, 40x125 feet.

Thomasville—Mining.—Fred H. Stith is organizing a stock company to develop mines in North Carolina and Georgia.

Walnut Cove—Railroad.—A \$10,000 subscription has been voted to the Roanoke & Southern Railroad.

Wilmington—Church.—Proposals for erecting the new edifice for the Fifth Street M. E. Church, South, previously reported, are invited until July 5 by E. O. Toomer.

Winston—Railroad.—The Virginia & North Carolina Construction Co. have contract to build the Roanoke & Southern Railroad from Winston to Martinsville, Va., and have an option for completing the road from Martinsville to Roanoke.

Winston—Electrical Railroad.—John H. Barnard, of the Sprague Electric Railway & Motor Co., of New York, has been prospecting with a view to building an electrical street railroad.

Winston—Residence.—T. L. Vaughn will build a residence to cost \$15,000.

Winston—Saw Mill.—The Camp Manufacturing Co., of Franklin, Va., lately mentioned as purchasing a saw mill, expect to put in a steam feed shortly.

SOUTH CAROLINA.

Aiken—Buildings.—John Staubes has contracted to erect three iron-front store buildings.

Charleston—Cotton Mill.—The Charleston Cotton Mill Co. contemplate putting in additional machinery.

Charleston.—The Congaree Construction Co., lately reported, have organized with John B. Cleveland as president; H. C. Mosely, vice-president, and C. J. Iredell, secretary.

Charleston—Hotel.—The name of the company previously reported as being formed by George W. Williams, F. W. Wagener and others, to build a \$1,000,000 hotel, will be the Charleston Improvement & Hotel Co.

Columbia.—The Horry Telegraph & Telephone Co., capital stock \$325, has been chartered.

Cowpens—Cotton Factory.—The object of the Cowpens Manufacturing Co., reported last week as chartered at Spartanburg by R. R. Brown and others, is to build a cotton factory at Cowpens. The capital stock is to be not less than \$25,000 nor more than \$300,000.

Georgetown—Hotel.—L. S. Ehrick and others are making efforts to organize a \$200,000 stock company to build a hotel.

Laurens—Building.—The city will prob-

ably shortly decide by a popular vote whether or not to issue bonds to build a market, city hall and engine-house.

Pendleton—Church.—The Presbyterians have bought a site to build a church.

Seneca—Factory.—A company has been formed to manufacture a device patented by J. L. O. King.

Seneca—Cotton Mill.—The Seneca Cotton Mill Co., previously reported, has been organized with M. W. Coleman as president, and G. W. Gignilliat, secretary. They have \$78,000 of their proposed capital stock of \$200,000 subscribed. Will begin work about next November.

Sumter—Railroad.—R. S. Pringle has contracted to build part of the Entawville Railroad near Sumter.

Walhalla—Building.—A new building will be erected for the Walhalla Female College.

TENNESSEE.

Bristol—Railroad.—It is reported that the Louisville & Nashville Railroad Co. (office, Louisville, Ky.) are making surveys for a road through the Sequachie valley, which, if built, will connect Bristol with Birmingham, Ala.

Brownsville—Water Works.—Walter Bates, of New York, is negotiating for the construction of the water works reported last week.

Chattanooga—Mining.—M. M. Bright, W. G. M. Thomas, E. W. Reynolds, Hugh R. Banks, D. G. Curtis and E. L. Robertson have chartered the Acme Gold Mining & Milling Co. to develop mineral lands, etc.

Chattanooga—Creamery.—The rumor referred to last week that W. A. & J. L. Logan, of Nicholasville, Ky., will start a creamery is not correct.

Chattanooga—Houses.—It is reported that Charles V. Payne will build ten houses.

Chattanooga—Ice Factory.—F. McArdle, of Columbus, Ga., and others have formed a \$50,000 stock company to build a 30-ton ice factory. They have purchased a site, ordered machinery and will erect their factory at once.

Chattanooga—Warehouse.—George Rice will build an oil warehouse.

Chattanooga.—D. W. Hughes, H. S. Chamberlain, John L. Divine, M. Block, John T. Bradford and others have incorporated the Chattanooga Wood Vulcanizing Co.

Chattanooga—Street Railroad.—C. E. James and others have chartered the Chattanooga Union Railway Co. to succeed the Union Railway Co.

Chattanooga—Glass Works.—T. S. Farrell will, it is stated, organize a \$25,000 stock company to build glass works.

Chattanooga—Stable.—The Hyde Transfer Co. have broken ground for a two-story brick stable to cost \$8,000.

Dayton—Medicine Factory.—The Cherokee Medicine Co. have increased their capital stock and will enlarge operations.

Dyer—Handle Factory.—The Dyer Handle Co. will start a plow-handle factory, and have bought machinery.

Dyersburg—Flour Mill.—The 75-barrel flour mill lately reported to be built will be erected by J. M. Hart and others.

Knoxville—Iron Works.—The Knoxville Iron Co. will put in two regenerating gas-heating furnaces, and have let contract for the machinery.

Knoxville—Electric Light Plant.—The Knoxville Electric Light & Power Co., reported last week, have organized with C. H. Hudson as president, and W. H. Simmonds, secretary and treasurer. They will erect a plant for arc and incandescent lighting at once.

Knoxville—Street Railroad.—The West Knoxville Street Railroad Co. have commenced work on their road, previously reported.

Kingston—Furnace.—The corporators of the Kingston Furnace, Coal & Manufacturing Co., reported last week as chartered, are W. C. Shelley, J. D. Roberts, S. P. Sparks, Edward Shelley and Hugh Martin.

Knoxville—Nail Factory.—A. E. Preston, of Battle Creek, Mich., is negotiating to remove his wire nail factory to Knoxville.

Memphis—Factory.—J. G. Falls will start the manufacture of gin saw gummers.

Nashville—Car-coupling Works.—It is stated that the Molter Automatic Car Coupling Co. will be organized to manufacture car couplers.

Nashville—Warehouse.—The Phillips & Buttrick Manufacturing Co. are building an addition to their large warehouse.

Nashville—Publishing.—The Visitor Publishing Co., of Jefferson county, has been chartered by James O. Bettis and others.

Nashville—Cooper Shop.—H. C. Mooker will enlarge his cooper shop.

Nashville—Building.—The Nashville Land Improvement Co. will hold a meeting on July 3 to consider erecting an exposition building at Richland Park.

Somerville—Buildings.—Hill & Boswell are preparing to erect a block of buildings.

Somerville—Cotton Compress.—It is stated that the cotton compress previously reported as projected will be erected in time for the next crop. D. C. Worrell can probably give information.

Somerville—Evaporating Factory.—The Somerville Fruit & Evaporating Co. has been organized with H. P. Hobson as president. They have started an evaporating factory, and contemplate adding a can and canning factory. A. J. Rooks, treasurer, wants to correspond with manufacturers of can and canning machinery.

South Pittsburg—Depot.—The Nashville, Chattanooga & St. Louis Railroad Co. will build a brick passenger depot, 60x30 feet, and have plans prepared.

South Pittsburg—Dry Kiln.—Duncan, Hughes & Hillman have erected a dry kiln.

Trimble—Saw Mill and Tram Road.—C. C. Mengel, Jr., & Co., of Louisville, Ky., previously reported as building a saw mill, will build also a tram road.

Winfield—Saw Mill.—J. S. Dorman will erect a saw mill.

Winchester—Engine Works.—Parties have been corresponding with Girton & Smith with a view to starting engine works, but as yet nothing has been done.

Winchester—Tannery.—Parties are negotiating for the purchase of the Winchester Tannery with a view to operating it at full capacity.

TEXAS.

Austin—Building.—The State University trustees are advertising for new bids for erecting a large building.

Ballinger—Courthouse.—Proposals for building a courthouse will be received until August 13 by W. L. Tournee. The cost is limited to \$30,000.

Belton—Bridge.—The commissioners court have decided to build an additional bridge across the Leon river.

Brenham—Plow Factory.—F. W. & R. A. Schuerenberg, lately mentioned as thinking of starting a plow factory, will begin erecting a plow and wagon factory within 30 days.

Crosby County—Coal Mining.—It is reported that the St. Louis Cattle Co. will develop the coal on their land in Crosby and Garza counties.

Dallas—Canning Factory.—The Dallas Canning & Pickling Co., lately mentioned as chartered, will start a canning factory at once and build a large factory next year.

Dallas—Building.—The Expressmen's Investment Co., capital stock \$250,000, has been chartered to build houses, &c., by L. S. Garrison, D. R. Farwell and others.

Dallas—Railroad.—The Dallas Oak Cliff Railway Co. will issue \$100,000 of bonds to make improvements.

Dallas.—The Webb Land & Mortgage Co. has been chartered by J. W. Webb and others.

Dallas—Bank.—The North Texas National Bank will receive proposals for erecting their bank building, previously reported until July 9. It is to be six stories, 50x85 feet.

East Dallas (P. O. Dallas).—Messrs. Murname and O'Reilly are negotiating for a site for a school building.

Eastland—Mill.—William Mann, J. D. Upton, J. H. Border, J. J. Sparks and others have chartered the Farmers' Alliance Co-operative Milling Co., capital stock \$30,000.

El Paso—Machine Shops.—The Southern Pacific Railroad Co. will double the capacity of their freight depot, build 350 feet more of transfer platform and erect a repair machine shop.

Ennis.—The Ennis Building & Loan Association, capital stock \$50,000 has been chartered by J. W. Weatherford and others.

Fort Worth—Church.—Andrew Moffit has the contract for the stonework and S. A. Tomlinson, the contract for the woodwork of the new building previously reported to be built for the First Baptist Church, at a cost of \$40,000.

Fort Worth—Railroad.—The Fort Worth & Rio Grande Railroad Co. have increased their capital stock to \$3,500,000, and will at once extend their road to Brownwood.

Fort Worth—Refrigerating Plant, &c.—The Fort Worth Refrigerating & Meat Export Co., reported last week as chartered to build refrigerator works, &c., have organized with E. W. Taylor as president; R. E. Maddox, vice-president; Jere Roche, secretary and treasurer, and I. Pryor, manager. Work will soon be commenced.

Galveston—College.—Messrs. Thompson, Norwood and Shepherd, of Austin, have been appointed a committee to procure plans and advertise for bids for erecting a building to be used as a medical college. The cost is to be not more than \$50,000.

Georgetown—Chair Factory.—Mr. Jaworek speaks of starting a chair factory.

Houston—Oil Mill.—The Southern Cotton Oil Co. are improving their cotton-seed oil mill; have put in new boilers, &c.

Longview—Railroad.—The Gulf, Sabine & St. Louis Railroad Co. will issue bonds at the rate of \$12,500 per mile to extend their road.

Orange—Electric Light Plant.—It is reported that a company has been formed to erect an electric light plant. If correct Luther & Moore can give particulars.

Overton—Canning Factory.—The East Texas Canning Co., of Tyler, are building a canning factory.

Rockport—Lumber Mill.—The Aransas Lumber & Manufacturing Co., capital stock \$50,000, has been organized. James C. Fuller is president.

Victoria—Street Railroad.—The Victoria Street Railroad & Improvement Co., capital stock \$25,000, has been chartered with L. D. Heaton as president. Bids are wanted for building and equipping 1½ miles of road.

VIRGINIA.

Alexandria—Railroad.—The Mount Vernon Railroad Co. are securing the right of way for their road to Mount Vernon. Work will be commenced about July 15 by Kemby Crossan, of Philadelphia, Pa., who has the contract for building the road.

Berkley—Water Works.—Efforts are being made to have the Portsmouth & Lake Drummond Water Co. extend their works to Berkley.

Cresmond—Canning Factory.—B. F. Eakle and J. C. Plarrie are starting a canning factory near Cresmond.

Danville—Church.—The Main Street M. E. Church will build a new front to their church and make other improvements at a cost of \$10,000.

Danville—Electric Plant.—The Danville Electric Motor Co. have received permit to erect a plant to operate a street railroad.

Farmville—Electric Light Plant and Water Works.—It is reported that negotiations are being made for the establishment of an electric light plant and water works.

Farmville—School.—A contract has been let for an addition to the State Female Normal School to cost \$10,000.

Farmville—Tobacco Factory.—The three-story factory, 40x150 feet, reported last week as to be erected by Martin & Porter, will be owned by James T. Gray, who will use it as a tobacco factory.

Green Forest—Iron Furnace.—It is stated that the parties previously mentioned as opening iron ore mines with a view to building an iron furnace if ore was found in sufficient quantities, have purchased \$40,000 of property from B. C. Moomaw.

Greenwood—Creamery.—J. C. Plarrie and others have started a creamery near Greenwood.

Hilda—Saw Mill.—J. A. Arringdale has put a 100 horse-power engine in his saw mill.

Lynchburg—Buildings.—It is stated that L. P. Shaner and J. R. & F. R. Gilliam will each erect an iron front store building on Main street.

Lynchburg—Printing Office.—The Advance Printing & Publishing Co. are putting in large new press, &c.

Lynchburg—Glass Factory.—A stained-glass factory is reported to be established.

Newport—Woolen Mill.—W. J. Wayne contemplates adding weaving machinery to his wool carding and spinning mill.

Norfolk—Shirt Factory.—A shirt factory is being erected on Church street.

Norfolk—Electric Light Plant.—The Norfolk Gas Light Co., reported last week as contemplating erecting an electric light plant, will erect an iron-covered building, 67x40 feet, for the plant. Have probably contracted for machinery.

Norfolk—Wharf and Warehouse.—George C. White has contracted to build a wharf and a two-story warehouse, 20x72 feet, for the Merritt Wrecking Association.

Norfolk—Terminal Facilities.—The Richmond & Danville Railroad Co. are securing property with a view to making Norfolk the deep-water terminus of their road. They will build large wharves, warehouses, &c.; also about 100 miles of new road in Virginia and North Carolina.

Richmond—Electrical Railroad.—The City Railway contemplate running their cars by electricity, and have been granted permit, previously reported.

Roanoke—Brick Works.—E. J. Leyburn and William M. Dunlap have formed a company to manufacture brick.

Rural Retreat—Kraut Factory.—A sauerkraut factory will probably be started.

Staunton—Church.—Proposals for building the church for the Lutherans, previously mentioned, will be received until July 10 by M. P. Funkhouser.

WEST VIRGINIA.

Charleston—Saw Mill.—S. D. Cox has added some machinery to his saw mill.

Wellsburg—Carriage Factory.—A carriage factory is being built by T. S. Dare & Co.

Wheeling—Pottery.—The Wheeling Pottery Co. are building a new decorating department, 50x100 feet.

Winfield—Coal Mines.—W. P. Rend, of Rendville, O., has purchased several hundred acres of coal lands near Winfield, and will extensively develop.

BURNED.

Bluff City, Tenn.—The tannery of Monk & Smith damaged \$1,000 by a flood.

Frederick, Md.—The paint factory of Stewart & McCobb. Will be re-established.

Greenbrier, Tenn.—The cooperage works of B. F. Webster & Co.

Rison, Ark.—The kiln of B. F. Miller. Has been rebuilt.

Wilmington, N. C.—The turpentine distillery of W. L. Rivenbark.

To Establish Large Slaughtering and Refrigerating Works.

FORT WORTH, TEXAS, June 23, 1888.

Editor Manufacturers' Record:

On Saturday a new industry for this city was organized, a "frozen beef" company, with \$100,000 cash capital. The company have a guaranteed contract with a strong English company whereby they agree to take 600 tons of beef weekly for a period of five years, necessitating the slaughtering of 75,000 head of stock annually for this contract alone. The stockholders are all citizens of Fort Worth. The new works for this purpose will cost in the neighborhood of \$100,000 alone. A very healthy demand has grown up in this city for outside real estate within the last three months. The buildings under contract and in course of construction foot up over \$1,000,000.

THOMAS J. HURLEY.

To Build Ice Factory.

COLUMBUS, GA., June 25, 1888.

Editor Manufacturers' Record:

We will build at once, at Chattanooga, Tennessee, one 15-ton ice machine of the H. D. Stratton patent, and we will add one more 15-ton machine next season, with a capital stock of \$40,000.

F. MCARDLE.

Foundry and Spoke Factory.

OBION, TENN., June 15, 1888.

Editor Manufacturers' Record:

Obion Foundry Co. are planting their machinery.

Hattin & Tucker will soon start a spoke factory at this place.

We have an abundance of timber. A furniture factory would do well. 20,000,000 to 30,000,000 feet of lumber are shipped annually. 100,000 to 130,000 bushels wheat are shipped annually, and no mill here to grind it. We want some enterprising men with capital.

W. M. WILSON.

To Manufacture Stone.

SELMA, ALA., June 25 1888.

Editor Manufacturers' Record:

Our company has been formed for manufacturing artificial stone. The following comprise the company: F. B. Bartlett, L. W. Hubbard, A. J. Skinner, W. W. Woodmansee and P. G. Bennett

SELMA ARTIFICIAL STONE CO.

SUMMIT, GA., June 23, 1888.

Editor Manufacturers' Record:

We are extending our road to Stillmore, 10 miles distant, which will then make it 30 miles long. Our road is fairly well equipped as a logging road for saw mill.

WADLEY & MALSBY.

Will Build Chair Factory.

FLOWERY BRANCH, GA., June 23, 1888.

Editor Manufacturers' Record:

We propose to erect a chair factory at this place. We want to hear from manufacturers of this class of machinery.

THE FLOWERY BRANCH CHAIR MFG. CO.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Boiler and Engine.—T. F. Cowan, Fish, Ga., wants circulars and price-lists of boilers and engines of about 75 horse-power.

Boring Machinery.—J. L. Hines, P. O. box 551, Wilmington, N. C., wants the address of parties who manufacture machinery for boring 3½-inch hole in scantling 5x5 feet and from 10 to 25 feet long.

Bridge.—Proposals for building an iron bridge across the Colorado river at Austin, Texas, will be received until July 2 by J. M. Brackenridge. The cost is to be not more than \$55,000.

Bridge.—R. M. Clayton, city engineer, Atlanta, Ga., will receive until July 2 proposals for the grading, masonry and iron superstructure of the Grant street bridge.

Canning and Broom Machinery.—The Oak Mountain Variety Works, Woodbury, Ga., want to correspond with manufacturers of canning machinery and broom machinery.

Can and Canning Machinery.—A. J. Rooks, Somerville, Tenn., wants to correspond with manufacturers of can and canning machinery.

Chair Machinery.—The Flowery Branch Chair Manufacturing Co., Flowery Branch, Ga., want to purchase machinery for a chair factory.

Cotton Machinery.—J. E. Reinhardt & Co., Iron Station, N. C., want to purchase from 1,000 to 2,000 spindles, second-hand, if improved and in good order.

Excelsior Machinery.—Walker Bros., Columbus, Ga., want to purchase machinery for manufacturing excelsior. Parties will state price, capacity daily, and what wood suits best.

Grinding Machinery.—J. H. Fitzgerald, Lewisburg, W. Va., wants to purchase machinery for grinding rock and saw-dust.

Hose.—Proposals for furnishing 500 feet 2½-inch hose with couplings will be received until July 2 by the Board of Public Affairs, Pine Bluff, Ark.

Laundry Machinery.—G. B. Padrick, Offerman, Ga., wants laundry machinery for a town of 4,000 inhabitants, and solicits correspondence.

Reservoir.—Proposals for building the new reservoir at Baltimore, Md., previously reported, will be received until July 9 by Robert K. Martin, chief engineer water department.

Smelting Plant.—The Atlantic Mining & Prospecting Co., Gainesville, Ga., want estimates on a 100-ton smelting plant complete for galena and silver ores. Address C. F. Durr.

Soap.—Owen Owens, Starke, Fla., wants information as to the manufacture of soap on a small scale; also the cost.

Street Railroad.—L. D. Heaton, Victoria, Texas, will receive proposals for building and equipping 1½ miles of street railroad.

Water Works.—Proposals for building water works at Fernandina, Fla., will be received until August 1 by George R. Fairbanks. W. B. C. Duryee will furnish plans and specifications.

SYCAMORE, ALA., June 13, 1888

Editor Manufacturers' Record:

We have moved our saw mill to this place, and we are putting in planer and lathe mill.

CHARLES & ALLISON.

Building New Factory.

KNOXVILLE, TENN., June 20, 1888.

Editor Manufacturers' Record:

I am building a new sash, door and blind factory, 36x50 feet, two stories, exclusive of dry kiln and other necessary buildings.

GEO. BROOME.

Oil Mill and Fertilizer Works.

LA GRANGE, GA., June 19, 1888.

Editor Manufacturers' Record:

We (myself and associates) have completed arrangements for building a 30 ton oil mill, extensive fertilizer works and central ginny on co-operative plan.

W. T. HUGULEY.

To Extend Railroad.

SPRING CITY, TENN., June 18, 1888.

Editor Manufacturers' Record:

We are locating an extension of railroad to a point in new coal fields about 16 miles west of our present western terminus at Jewett.

CHAS. CLINTON, Pres.

TENN. CENTRAL RAILROAD CO.

Building Fertilizer Works.

SAVANNAH, GA., June 19, 1888.

Editor Manufacturers' Record:

Hammond, Hill & Co. are now erecting fertilizer works of 18,000 tons of ammoniated goods capacity; in other words, an acid chamber with a capacity of 7,000 tons of sulphuric acid.

W. J. HAMMOND.

To Bore for Gas.

BRANDENBURG, KY., June 20, 1888.

Editor Manufacturers' Record:

We have organized the Purchase Natural Gas Co., with headquarters at Paducah, Ky. Have leased 5,000 acres of land within ten miles of that city, and propose to bore for gas within 30 days.

C. W. FOWLER.

Tub and Bucket Factory.

TAMPA, FLA., June 19, 1888.

Editor Manufacturers' Record:

My factory for manufacturing tubs, buckets, &c., will be located in Jacksonville, and will cost, along with machinery, \$4,000. Am now negotiating with several parties for machinery and all necessary equipments.

JOS. MARZKE.

To Erect Cotton Compress.

WACO, TEXAS, June 18, 1888.

Editor Manufacturers' Record:

Messrs. Geo. H. McFadden & Bro., of Philadelphia, Pa., will erect a cotton compress in East Waco during the coming summer, and hope to have same in running order by September 10th.

JNO. P. MCCABE.

Will Rebuild Works.

CATLETTSBURG, KY., June 18, 1888.

Editor Manufacturers' Record:

My foundry, machine shops and blacksmith shops were burned on the night of June 10. I shall rebuild a larger plant.

H. WELLMAN.

To Build Flour Mill.

DYERSBURG, TENN., June 16, 1888.

Editor Manufacturers' Record:

M. J. Hart and others will erect a 75-barrel flour mill here this year. All communications to be addressed to M. J. Hart.

W. D. ROBERTS.

GUYANDOTTE, W. VA., June 20, 1888.

Editor Manufacturers' Record:

We have erected a planing mill.

TAUBER & WILSON.

Big Mining Operations.

[Special correspondence MANUFACTURERS' RECORD.]

CEDARTOWN, GA., June 21, 1888.

Cedartown, the county seat of Polk county, Ga., is situated in a healthy, beautiful and fertile valley. It now has the advantages of two railroads (competing lines), viz: The East & West Railroad of Alabama and the Chattanooga, Rome & Columbus Railroad. The population is about 2,000. Within the last 60 days two new additions to the town have been laid out and streets graded.

The coal fields of Alabama are 75 miles distant. Birmingham is about 100 miles; Atlanta, Ga., 65 miles; Chattanooga, Tenn., 100 miles. We have direct rail connections to all these points, and also to Anniston. Cedartown has one iron furnace in successful operation, with a capacity of 60 tons of pig iron in 24 hours. It is the property of the Cherokee Iron Co., under the management of Capt. A. G. West, one of the principal owners. A new planing mill has just been erected by the Cedartown Lumber Co., managed by Mr. J. W. Duncan. This concern has put in one of the finest wood-working outfits in the South, and later on intend to add to their plant. They expect to supply the home market, and place their surplus of manufactured wood in Chattanooga and Cincinnati. This region abounds in excellent pine forests. Last, but not least, is the iron ore industry of Cedartown and vicinity. The ore is what is commonly called brown hematite. The following is the analysis of the Cedartown iron ore (there being two other belts within the limits of the county, viz: Fish Creek and Tecumseh):

Silicious matter.....	7.23
Metallic iron.....	56.40
Phosphorus.....	0.23

Samuel Noble, Esq., of the Woodstock Iron Co., of Anniston, learning of the high quality of the Cedartown iron ore and the immense quantity of deposits, procured the right of way, and built a railway from a connection with the East & West Railroad of Alabama, 2½ miles into the iron ore belt. This piece of track was completed about March 1st of this year. Since then he has caused to be built two double log iron ore washers, each with a daily capacity of about 300 tons. One of these washers was placed on the property of the Polk County Mining Co.; the other on that of Bigelow & Barton. The joint output of these two mines when working to their full capacity would be over 600 tons of washed and nodular ore per day. The Woodstock Iron Co. are under contract with these parties to receive from them about 500 tons of ore daily. There are several other good iron properties on the line of this piece of track, but not yet being put in operation. The next iron ore property in operation of much note is that of Leake & Armstrong (the Peek Mining Co.) Their property is situated along the line of the East & West Railroad of Alabama, and distant from the furnace of the Cherokee Iron Co. about three-fourths of a mile. These parties are partially supplying the Cherokee furnace and shipping to the rolling mills at Birmingham, the ore being used for a "fix." They are now building a track from the nearest point of the East & West Railroad into their mines, which, when completed, will much facilitate their work. Their aim is an output of 300 tons of iron ore daily. There are many other mines distant from rail being worked in a small way, the ore being hauled by wagon to the Cherokee furnace. Capt. A. G. West, of the Cherokee Iron Co., is now having a single log washer put in at the company's mines in the Fish creek belt, six miles north of the furnace. The daily output will be about 100 tons. These ores bring \$1.50 per gross ton at the Cherokee fur-

nace, and the same price on board cars at the mines for Birmingham. The freight to Birmingham is 90 cents per gross ton. I have not discovered nor do I believe purely Bessemer ores to exist in this county, though such ores may be found within 50 miles of us, and I think will be, of which I hope to be able to advise you later.

I am a Northerner, and I wish to say this: That I have been as kindly treated by the people of the South in the five years of my sojourn among them as I ever was by any people, and I am an outspoken high tariff National Republican, though I favor democratic control of State affairs in the South. I suffer less from both heat and cold than I did in New York, Pennsylvania or Ohio. Lands can be bought in this valley for from \$15 to \$30 per acre that, with the same manner of cultivation, will rival any lands I know of in the North that will cost twice to three times the price.

I neglected to state that Cedartown has commenced the erection of a new public school building to cost \$10,000. When this building is completed and presided over by the able principal and corps of teachers now employed, our educational facilities will be second to none in this part of Georgia, and equal to any in a town of the same population that I know of either North or South. Parties desiring a location for foundry and machine shops, or either, also for the manufacture of agricultural implements, iron ore and coal, cars, etc., will do well to visit Cedartown. Ground will be furnished them free of charge for such enterprises.

The writer will take pleasure in giving any information he may possess to parties desiring the same. A. ARMSTRONG.

Water Works to be Built.

PINEVILLE, KY., June 22, 1888.

Editor Manufacturers' Record:

Surveys are now being made for water works, and also to pipe the mineral waters to a public fountain. Eastern parties are doing the most of this work. We hope to have them in operation by fall.

PINE MOUNTAIN IRON & COAL CO.

Will Erect Wagon and Plow Factory.

BRENNHAM, TEXAS, June 18, 1888.

Editor Manufacturers' Record:

I will begin the erection of a wagon and plow factory within the next 30 days.

F. W. SCHURENBERG.

Contemplate Erecting Pulp Mill.

ATLANTA, GA., June 15, 1888.

Editor Manufacturers' Record:

The Standard Fibre & Oil Co. contemplate erecting a large plant for manufacturing paper pulp from cotton-seed hulls at Memphis, Tenn., at an early day. S. B. Allen, Cleburne, Texas, has purchased and will erect a Boomer compress at that point.

WALTER T. FORBES.

ATLANTA, GA., June 18, 1888.

Editor Manufacturers' Record:

Mr. T. F. Cowan, of Fish, Polk county, Ga., a well known saw mill man, is doing a large and profitable business. He has just finished paying for the fine machinery which he is now using, and though he has been running on his present scale but comparatively a short time, yet he has managed his business with such good judgment that he has made his current trade not only pay for his plant, but has a large stock of lumber on his yard ready for market. He is contemplating putting in a large engine and boiler of about 75 horse-power, and would be glad to have circulars and prices. W. J. DUNN.

Summer Resorts South.

WASHINGTON, D. C., June 25, 1888.

Editor Manufacturers' Record:

Under the heading of "The South as a Winter Resort" you ask "why do not Georgia, Alabama and Mississippi, so progressive in other things, follow the lead of the Carolinas and Florida, and build magnificent hotels for winter visitors?"

Now, without referring to the fact that the builders of great hotels are not generally indigenous to interior towns, but are usually people whose talents or "natural bent" lies in that direction, I would respectfully call attention to the fact not generally understood or thought of in the North, that the people of the South devote their attention to the creation of "summer resorts," and in one of the cases cited by you, that of Asheville, N. C., the summer visitors from the far South will probably always outnumber the winter visitors from the boreal regions.

At Huntsville, Ala., on the neighboring mountain, there is a grand summering resort and hotel, 1,700 feet above the sea, that is thronged by our people from the low lands, as they throng in summer the springs among the Virginia heights. Then at Lookout Mountain, Tenn., a company of Mississippi and New Orleans capitalists have established a grand resort for pleasure and health-seekers that will be grandly patronized this season, but, as you will observe, neither of these glorious nests among the crags would be tempting biding places during the winter.

On the south coast of Mississippi for probably eighty miles is one of the finest beaches on the water lines of America. Beautiful forests form the background, loading the air perpetually with the balsamic breath of the yellow pines and the sweet odors from the gigantic wild magnolia trees, and along much of that coast are splendid drives of shell roads shaded by grand live oak trees and giant elms and cedars, and fronting these drives and with the forests for a background, are the lovely watering-place towns of Bay St. Louis, Pass Christian, Mississippi City, Biloxi, Ocean Springs, Pascagoula and many places of less note. Some of these towns, Pass Christian for instance, have sea fronts of three or four miles and are almost continuous lines of beautiful villas, and in front of every house, extending from the shore many yards into the sea, is a railed bridge, having at its water terminus a bath-house that is in its upper story a closely built dressing-room, from which descends a stairway into the lower compartment which is latticed to the bed of the sea.

At all of these towns there are excellent and commodious hotels, one of them, the "Mexican Gulf Hotel," at Pass Christian, being one of the finest hostleries in the Southern States, and another at Mississippi City having ample accommodations for three or four hundred guests, and during all of the summer months the hotels and residences are crowded with health and pleasure-seekers who ride and drive and sail, and bathe, fish, hunt and dance, oblivious to the groanings and sufferings and sweltering of less fortunate people.

This region New Orleans calls its "lungs," and hundreds of the charming residences on the South Mississippi coast belong to the opulent merchants and professional men of the Crescent City, and are only tenanted during the winter months by their gardeners or other employees in charge, but late in the spring they send (to use the local phrase) their families "over the lake," with their horses, carriages, guests, etc., where they live delightfully, and are joined by the male members of the families by rail at night, or at least on Saturday nights.

Now these resorts are growing in favor with Northern invalids for winter sojourn, and the hotels of Bay St. Louis, Pass Christian and Biloxi are well patronized in the

cold weather, but the summer time is their season of gayety and harvest.

If the people of the North could be brought to believe what we of the South know to be a fact, that this coast is the healthiest summer resort on the continent, it would hardly have shore room for the hotels that would be built there, and they are learning this, and this summer many people from the far North are luxuriating in the blessed air, water and cool breezes of that region.

The railroads are not interested in advertising this region as a winter resort; in fact, they have no interest in doing so. On one side of it lies New Orleans and on the other Mobile, railroad termini, and the people who would otherwise come to the South Mississippi coast are more interested in halting at the great cities on its flank, where they keep up the theatres, operas, concerts, hotels, livery stables, street cars, etc., and spend dollars to where they would spend cents on the sea coast of Mississippi.

S. A. J.

THE strike of the coal miners in Alabama has been settled, and work has been resumed at the mines.

FOR some years efforts have been made to perfect plans for shipping refrigerated beef in large quantities from Texas to Europe, and it is believed that the matter has now been fully consummated. It includes the establishment of large stock yards and refrigerator works at Fort Worth and a line of steamers especially adapted to the business from Galveston to England. According to the reports this has all been arranged and the work will be pushed forward.

IT is very gratifying to note the increase in the net receipts of the Baltimore & Ohio Railroad, as shown in the report made at the monthly meeting on last Wednesday. Now that this company have sold their sleeping cars to the Pullmans, and thus disposed of the last of these outside interests, there is excellent opportunity for this road to build up a very large and profitable business. Under its present management the B. & O. bids fair, we think, to enter upon a period of prosperity again.

THE MANUFACTURERS' RECORD, of Baltimore, referring to the State of Mississippi, says: "There is not one farm mortgaged where there were 30 ten years ago, and it may be confidentially asserted that small farmers in many parts of the State are almost entirely out of debt."

No doubt it "may be confidentially asserted," but not by men who have a lingering respect for the truth, or any dim conception of the condition of things in Mississippi.—Port Gibson Reveille.

That statement was made in a letter written for the MANUFACTURERS' RECORD by Hon. S. A. Jonas, the editor of the Aberdeen (Miss.) Examiner. It appeared over his signature, and we imagine that he is fully as capable of judging of the condition of Mississippi farmers and has fully as much respect for the truth as the brilliant genius who edits the Port Gibson Reveille, and who is so ready to ascribe false motives to others. If there is anyone more thoroughly posted on the condition of Mississippi and its people than Mr. Jonas, we would be glad to hear of him.

A Cotton Manufacturer on the Tariff.

LOWELL, N. C., June 8, 1888.

Editor Manufacturers' Record:

Our party has just nominated Cleveland and Thurman, and Watterson, Morrison & Co. have eulogized the Mills bill, and poor Randall and his followers throughout the country seem small indeed, and yet were this very following turned to the Republican vote, a new president would be elected, and it would not be the present one. Let us not be disheartened. The party is wrong, and the leaders are simply courting the farmer's vote. These very farmers in the South are now turning their attention to cotton and other manufacturing, and from every town, every little village or railway station you hear of or read of, parties or companies are being organized to build mills. The people here are frugal and are accumulating money, and believe that cotton should be manufactured where grown. They are tired of the policy of selling the article at 8½ to 9½ cents, and buying its woven products at from 25 to 75 cents, and even to \$2.50 per pound, and they believe that they can do this as well as others. As mills are built and become profitable, one is simply a forerunner of a dozen. If they build too many to manufacture one line of goods, they will soon see the error of their way and change their product to some line not so closely contested. The yarn men and the plaid men are doing this now. They have got to the point when it is not so profitable to make domestic ginghams and coarse yarns, but they yet have an immense field in fine yarns and other textiles, besides plaids. And one class of manufacturing simply gives rise to another branch, until the time will come when our industry will be as diversified as New or Old England either, and then we will be independent for the first time; but for this future prosperity we will not be indebted to the present leaders of the Democratic party South and West. These gentlemen seem to be courting the passing breeze which is simply a dust cloud from the mighty rush of progress which is coming here to stay, and when this rush comes they will be wrecked beyond redemption by its course. Such far seeing and truly wise men as Randall and others, while apparently in the background now, will come forward prominently and be recognized as truly great. Why, Mr. Editor, there is not one of these old politicians (old Democrats and Whigs now affiliating together) who cannot recollect when only 400,000 or 500,000 bales of cotton were manufactured in the United States. In 1860 New England did this. Now the South manufactures nearly 500,000 bales, and New England and the Middle States several times that number. And what made this wonderful increase? Before the war the Southern Democrats were free traders, because they were slave owners and opposed to protection. The war came on, the South went out of the national halls of representation; and Northern men, imbued with patriotic and sensible ideas of building up their country and fostering its enterprises, believing in our own markets first and supplying our own laborers with work at remunerative prices rather than letting our poor starve and assisting foreigners, framed a tariff for such encouragement, and look at the mighty change wrought in a few years, and some of those years a scene of earnest, intense and tremendous war. Where is the wealth of the United States centered? Any school boy will tell you that it is to be found in the manufacturing center of our country, and that this is New England and the Middle States. The same boy, if well grounded, will also tell you that in this section the mechanics

receive higher pay than in any other section. He will also tell you that land is much higher in value, and that farm laborers receive much higher wages; that the farmers and land owners are richer; that the country is much thicker populated. But the old Western and Southern politician will tell you that something else brought this about, and in their speeches at the various cross-roads they will go on making the poor farmers believe that the manufacturer is growing rich at their expense, and that they must insist on "free trade and sailors' rights" or some other ante-diluvian war cry. Your course is right and do not be dismayed. Push to the front. While the South is trying to push to the front as a manufacturing people, these old fogies are simply clogs, and in the near future will be relegated to the "invalids' asylum," where they properly belong.

JOS. H. WILSON.

Florence's Many New Enterprises.

FLORENCE, ALA., June 20, 1888.

Editor Manufacturers' Record:

The Florence Railroad & Improvement Co. has been incorporated with a capital stock of \$4,000,000. This company engages to locate \$1,000,000 of industries in Florence within two years. Parties desiring to erect manufacturing enterprises South are invited to correspond with them.

The Florence Shoe Factory has been located and work commenced on the building; capital \$80,000.

The ice factory of Messrs. Moore & Co. is being rapidly completed and will be making ice in 30 days.

The Nashville & Florence Railroad was completed on 15th inst., giving through connection to all points North, East and Northwest.

The Serage & Reynolds wooden pump factory has been located. Work to commence at once and to be in operation in 90 days; capital \$25,000.

Serage & Reynolds will build a saw mill and planing mill in connection with their pump factory to cost about \$15,000.

U. K. Hunt has selected a site and will build saw mill; capital \$5,000.

The Memphis & Charleston Railroad are extending their track north and building new depots.

The Nashville, Florence & Sheffield Railroad will erect a handsome passenger depot and a large freight depot at once.

The W. B. Wood Furnace Co. are building a branch railroad to the furnace, and the Florence Railroad & Improvement Co. will extend it up the bank of the Tennessee river for the accommodation of mills and factories being erected near the river.

The Florence Stove Works are receiving their machinery, molds and patterns, and will be turning out stoves in 30 days. Their building is 70x280 feet; capital \$30,000.

The Russell handle factory have their machinery in place and are now putting in their boiler and engines. They will soon be at work.

R. L. Bliss is putting up a block of four storehouses, iron fronts, plate glass windows, on Tennessee street.

Hudson & White are putting up a block of store-houses on northwest corner of Courthouse Square.

Mr. E. B. Comly, president of the Motherwell Agricultural Implement Manufacturing Co., of Logan, Ohio, has been elected general manager of the Florence Land, Mining & Manufacturing Co., and entered upon his duties on the 15th inst. Mr. Comly is a man of fine business qualifications, energy and intelligence. His manners are of the most pleasing and entertaining style, and he will prove a great acquisition to the management of the company.

Judge W. B. Wood has been elected president of the Florence Railroad & Improvement Co., and Major J. H. Field, vice-president and general manager. J.

Literary Notes.

THE July number of Babyland is here, and the little folks think they could better spare the "glorious Fourth" than the visits of their cherished Babyland. The best thing published for the babies from one to six years old. Send 5 cents for a sample copy to D. Lothrop Co., Boston.

THE July number of the Woman's World will contain, among other interesting papers, one by Amy Levy on the Women's Clubs of London. London is much ahead of New York in this matter, and has at least five flourishing and well-housed clubs for women. The most fashionable of these is the "Alexandra," the most literary or Bohemian, the "University."

THE Textile Manufacturers' Directory of the United States and Canada, published by H. H. Babcock, 320 and 322 Broadway, New York, has been issued for 1888. This is the eighteenth issue of this popular directory, which gives a list and address of all woolen, cotton, silk, jute, flax and linen manufacturers, dealers and brokers in raw material, dry goods, commission merchants, &c., in this country and Canada.

THE reprint of the late edition of the Encyclopedia by H. G. Allen & Co., of New York, which is attracting much attention from the low price, \$2 50, at which it is sold, is progressing toward completion. We are further informed it is to have an added feature which will increase its value. This will be an extra volume containing a word index, which will be a cross reference to all referred and relative subjects contained in the regular articles throughout the set; something every busy man will appreciate.

Few events of the war were the center of as much heroism as the career of the Confederate ram Albemarle, which is the subject of an illustrated narrative in the Century for July. The contributors to this well-rounded historical sketch are Gilbert Elliott, who built the vessel; Doctor Edgar Holden, of the Sassacus, the wooden ship which attempted to run down the ram in Albemarle Sound; Lieutenant Cushing, who modestly describes his gallant attack upon the Albemarle with a torpedo-boat; and Captain A. F. Warley, who commanded the Confederate vessel at the time of Cushing's attack and her destruction. The illustrations will include a number of portraits and interesting pictures.

STEAM HEATING is the title of a new work by Robt. Briggs, M. Inst., C. E. With an addendum containing some empirical data, by Alfred Wolff, M. E. Published by D. Van Nostrand. No. 68 Science Series.

This book contains much practical information, gathered from the proceedings of the Society of Civil Engineers and other sources. It opens with a brief allusion to the beginnings and progress of steam heating in the United States, and touches the more important inventions that have marked each step of its advance. Then it takes up the practical part, goes somewhat into detail with regard to materials and workmanship comments on the different systems used in heating and ventilation, with examples of effective work. It gives the generally accepted data for calculating and proportioning the apparatus, and closes with the addendum of empirical rules and statements above mentioned.

THE high literary quality of the Atlantic Monthly is well maintained in the July number. The public has taken kindly to J. P. Quincy's rather weird story, "Miser Farrel's Bequest," which now reaches its closing chapter. Miss Harriet Waters Preston contributes "A Changing Order." One of the bright short articles is entitled "A Browning Courtship." The author is Eliza Orne White. A practical theme is treated very intelligently by H. C. Merwin in his timely review of "The Telephone Cases." William H. Downes begins a series of papers

on "Boston Painters and Paintings," Bradford Torrey describes "A Green Mountain Corn Field," and Lillie B. Chace Wyman contributes some thoughtful "Studies of Factory Life," which are most excellent reading. The charming story by Mr. Howse, "Yone Santo," retains all the charm with which this unique narrative began. It was a happy thought of Mr. Aldrich's to run this novel of Japanese scenes along with "The Despot of Broomfield Cove," by Charles Egbert Craddock. Houghton, Mifflin & Co., Boston.

FRANK LESLIE'S SUNDAY MAGAZINE for July, which begins the twenty-fourth volume, is a bright and entertaining summer number, full, as usual, of interesting reading and beautiful illustrations. Among the profusely illustrated articles are "Ancient Greeks in Modern Cyprus," by A. L. Rawson; "Sunday in the City of the Czar," by the Rev. Frederick Hastings; "A Strange Charity—the Sheppard Insane Asylum, Baltimore," by V. B. Denslow; and "Henry Hudson," by William Seton. In this number are portraits of the Pandita Ramihal Saraswati, Dr. Alexander Campbell Mackenzie, Dr. Valsamaki, Moses Sheppard, Mary Howitt, Monseigneur Leon Bouland, Bishop Thomas Bowman and the Rev. B. B. Warfield, D. D. Macdonald's story, "The Elect Lady," is continued, and "Her King" is a beautiful short story by Nora Marble. Dr. Talmage's sermon treats of parental mistakes, and poems are included by Theodore Martin, Lucy Larcom, Ruth Alleya and Adelaide Stout. These with the numerous short articles, art pictures, music and miscellany, make up a very attractive number.

TABLES OF THE PROPERTIES OF SATURATED STEAM AND OTHER VAPORS. By Cecil H. Peabody, B. S. 8vo., cloth, \$1.00. Published by John Wiley & Sons, Astor Place, New York.

These tables were prepared for the use of students in technical schools and colleges, and of engineers in general. In an introduction are given the original data of "Regnault's Experiments on the Properties of Saturated Steam, and of 'Rowland's Experiments on the Mechanical Equivalent of Heat, and the Specific Heat of Water,' together with the formulae derived from them. All of the tabular values were calculated directly by aid of these formulae, without approximation, and are carried to as many places of significant figures as the data warrant. The calculations were checked by the method of differences, and are believed to be correct. Two tables are given of the properties of saturated steam in English units, one for each degree Fahrenheit, and one for each pound pressure. A table in French units is given for each degree centigrade. Tables are given, in French units, of the properties of saturated vapors of alcohol, ether, chloroform, carbon bisulphide, carbon tetrachloride and acetone—all based on Regnault's experiments. Approximate tables are given of the properties of saturated sulphur dioxide and ammonia.

THE Casa Granda Theatre Co., Decatur, Ala., want to secure the service of a first-class architect to draw plans and specifications for their theatre. The cost is to be \$40,000.

MR. JOHN F. DICKSON, general manager of the Houston Car-Wheel Co., of Houston, Texas, writes us: "A lot of 500 tons of a special grade of car-wheel iron, made expressly for this company at the 'Old Alkali' Furnace, at Rusk, in this State, is now being received here, and we expect to be in full blast making car-wheels this week. We have a very fine 3-inch flowing artesian well of cool, pure water. The head is such that by use of a 'ram' it forces its own water into a 25,000-gallon tank 60 feet high."

WOODBURY, GA., June 21, 1888.

Editor Manufacturers' Record:

We are arranging to start a factory in Woodbury, Ga., for the purpose of making spokes, axe handles, brooms, chairs, furniture, boxes, &c., &c., to be called the Oak Mountain Variety Works. I will be manager. J. T. GILBERT.

Contributions of Manufactories to Railway Traffic.

An article in the Inter-Ocean entitled "Steel Rails, the Railroads and the People," by Mr. Cyrus Elder, contains the following:

There is exhibited below an accurate statement of the railroad haul or mileage on the principal materials used in the manufacture of steel rails in the year 1887 by a Bessemer steel company which has its works located in Pennsylvania. This statement comprises merely the ores, the coke, the limestone, the clay, and the ganister, though there are other materials and supplies upon which transportation was necessarily paid. To this is added a very moderate and safe estimate of the railroad haul or mileage upon its sales of finished product, and the total, which is much less than the actual fact, appears from this calculation to be 226,364 977 tons of freight moved one mile. In contrasting the tonnage thus furnished to railroad companies by one steel works with the number of tons of freight moved one mile in certain selected States, as shown by the following table, it would appear that the railroad tonnage of this single company nearly equalled that of the State of Louisiana, and was equal to 42 per cent. of the railroad traffic of the State of Texas, so that two and a half of such companies would have supplied all the railroad tonnage of that State. It was nearly twice the tonnage of the State of South Carolina, more than three times the tonnage of the State of North Carolina, two and a half times the railroad tonnage of the State of Arkansas, nearly five times the tonnage of the State of Florida or of the State of West Virginia, almost eight times the railroad tonnage of the State of Mississippi, and was in excess of the tonnage of a number of other States:

RAILROAD HAUL ON PRINCIPAL MATERIALS USED BY ONE PENNSYLVANIA BESSEMER STEEL COMPANY IN 1887.

	Tons carried one mile.
Lake Superior ore.....	75,153,420
Limestone.....	8,901,615
Coke.....	30,003,003
Neighborhood ore.....	2,199,318
Foreign ore.....	1,494,600
Magnetiferous iron ore.....	6,687,630
Arkansas ore.....	2,138,650
Virginia ore.....	106,500
Clay.....	294,112
Ganister.....	263,230

Number of tons of materials moved one mile.....117,164,977
Is delivering finished product (300,000 tons, 346 miles).....109,500,000

Total.....226,364,977

COMPARISON OF FREIGHT TRAFFIC OF ONE PENNSYLVANIA BESSEMER STEEL COMPANY WITH THAT OF SELECTED STATES, AS SHOWN BY POOR'S MANUAL FOR 1886.

	No. of tons of freight moved one mile.
Texas.....	539,407,576
Alabama.....	305,665,026
Georgia.....	345,339,393
Iowa.....	322,416,911
Louisiana.....	206,206,081
Vermont.....	226,956,239
Connecticut.....	825,276,502
Maine.....	176,106,517
South Carolina.....	126,140,374
Colorado.....	225,380,399
North Carolina.....	78,688,927
Arkansas.....	59,463,502
Oregon.....	87,838,013
Florida.....	49,735,647
West Virginia.....	47,791,598
Mississippi.....	28,867,728
New Hampshire.....	81,565,184
Rhode Island.....	18,688,314
Delaware.....	20,856,977
One Pennsylvania Bessemer steel company.....	226,364,977

This exhibit of the contribution of one steel rail manufacturing company to the railroad tonnage of the country may appear striking yet it does not nearly tell the whole story. Depending upon this steel company in its various operations there are six mining towns and a manufacturing city containing a population of about thirty thousand souls, and all their supplies which have a railroad haul, and the traffic and travel which goes along with their prosperity, should be added to the statement above made, and would swell it very greatly. Multiply the figures we have given above by the large number of like steel works distributed through the country from the Atlantic seaboard to the Rocky mountains and the magnitude of the railroad traffic which they create can be partially estimated. We say partially, because the interdependence of business is multifarious, and the incidental and collateral activities which the prosperities of these great opera-

tions call into being cannot be traced or measured. To deprive the trunk lines of this traffic, which moves ores and food for workmen from the West to the East, and fuels and metal fabric from the East to the West, would deprive them of their efficiency. They would render less service to the farmer, and necessarily at higher cost. Instead of lowering rates of transportation cheap foreign rails would increase the cost of transportation very greatly through a decrease in railroad business, and there are lines of road which it would not pay to operate if deprived of the business furnished by the steel companies they would be abandoned and the grass would grow over them.

Tobacco Factory to be Erected.

FARMVILLE, VA., June 20, 1888.

Editor Manufacturers' Record:

A contract for a large 3 story brick tobacco manufactory has just been let, to cost about \$10,000. Mr. James T. Gray will be the proprietor.

The State Normal Female School has just let contract for an addition to main building to cost \$10,000.

Negotiation for electric lights and water works are pending. M.

Contemplate Starting Furniture Factory.

BARNESVILLE, GA., June 18, 1888.

Editor Manufacturers' Record:

I contemplate going into the furniture manufacturing business, and will add either a broom or match factory with it.

T. W. COCHRAN.

Several Factories to be Started.

TROY, ALA., June 21, 1888.

Editor Manufacturers' Record:

Minchener & Knox will put up extensive machinery in Troy for manufacture of hardwoods, do general milling business, and also do contracting and building. Also will put up ice manufactory and have cold storage room.

A cotton manufacturing company is being formed. Fox Henderson can give particulars. FRANK BALTEZELL.

SOMERVILLE, TENN., June 20, 1888.

Editor Manufacturers' Record:

The Somerville Fruit & Evaporating Co. has been organized here. H. P. Hobson is president; J. H. Dortch, secretary, A. J. Rooks, treasurer, and John Wetzler, general manager. They want an experienced man to run evaporator. Applicants will please send references and state salary wanted. The company contemplate enlarging their plant by adding canning machinery. I would be pleased to correspond with manufacturers of both canning and can machinery. A. J. ROOKS.

Cotton Factory to be Built.

SENECA, S. C., June 22, 1888.

Editor Manufacturers' Record:

Seneca Cotton Mills organized yesterday by electing M. W. Coleman president, G. W. Gignilliat secretary, and L. W. Jordan, J. C. Cary, J. P. Mickler, B. F. Sloan, S. Y. Stribling, W. A. Lowery, J. W. Sheller, directors, who propose to begin work about November 1, and to complete in one year. \$78,000 has been subscribed.

L. W. JORDAN.

Another Cotton Factory Projected.

COWPENS, S. C., June 25, 1888.

Editor Manufacturers' Record:

We—C. B. Carr, R. R. Brown, J. T. Wilkins and S. B. Wilkins, all of Cowpens—have this day opened books of subscription to the Cowpens Manufacturing Co., for the purpose of building and equipping a cotton mill. Size as yet not determined; will depend on amount subscribed; also time of commencing operations.

C. B. CARR.

Information About the South

THE marvelous mineral and timber wealth of the Southern States, their unrivalled capabilities as a manufacturing area, and the astonishing progress they are making in developing their natural resources and in utilizing their facilities for manufacture, are attracting the attention of the whole world. The extent of these resources and advantages is so fully and carefully set forth, and the progress of this development so faithfully chronicled from week to week in the **MANUFACTURERS' RECORD**, that it is now accepted everywhere as unquestioned authority on Southern affairs, and its statistics and statements are drawn upon by almost every writer or speaker on any Southern topic.

Its weekly issues constitute an authentic history of the industrial progress of the Southern States. It furnishes every week a vast variety of information on Southern affairs that can be gained from no other source. It discusses in its editorial columns and in its correspondence every topic of Southern interest. It presents the resources and development of the South in all their phases. To all who are in any way interested or concerned in the prosperity of the South, or who care to keep posted as to the industrial and commercial progress of that section, the **MANUFACTURERS' RECORD** is indispensable.

Manufacturers and others desiring to locate in the South, will find the **MANUFACTURERS' RECORD** invaluable. In every issue there are many offers from Southern towns and land companies offering free sites and financial aid to those who will establish new manufactures, or remove their plants from the North to the South. There are hundreds of openings throughout the South for factories of all kinds, foundries and machine shops, brick yards, agricultural implement works, handle factories, all classes of wood-working establishments, &c. If you desire to know what the South is doing, and what opportunities it offers for success in every line of industry, great and small, read the **MANUFACTURERS' RECORD**.

As the leading industrial paper of the South, the **MANUFACTURERS' RECORD** covers that entire section, and is closely read by manufacturers of all classes, mining operators, builders and contractors of railroads, water works, mills of all kinds, &c., merchants, capitalists and business men generally. It is undoubtedly the best advertising medium in existence through which to reach the rapidly developing manufacturing and mining interests of the fourteen Southern States. It is the most widely quoted and highly commended industrial journal in America. It is live, active and progressive, and is the recognized authority throughout the country upon the growth of the South.

Never before in the history of the South were the prospects so brilliant for a wonderful activity in all manufacturing, mining and railroad interests. Moreover, the abundant crops ensure great prosperity to the farmers. More machinery, and supplies for cotton and woolen mills, wood-working establishments of all kinds, iron works, railroads, mines, &c., will be purchased by the South during the next twelve months than ever before in the same length of time; and those who desire to secure a share of this trade, will find that an advertisement in the **MANUFACTURERS' RECORD** will prove a profitable investment, as it will bring their machinery directly before buyers in all parts of the South.

Sample copies and advertising rates mailed on application.

Published by the **MANUFACTURERS' RECORD CO.**

SUBSCRIPTION \$4.00 A YEAR.

BALTIMORE, MD.

Will the South Do It ?

It has been but a few years since that a man who said that the South was filled with iron and coal was looked upon as an enthusiast and lacking in judgement. Even when immense deposits were found and shown to a few, the great mass of the people, both South and North, doubted. It was only by the persistent energy of some brave hearts that these great hidden resources of the South were finally brought to the knowledge of capitalists and then put to use.

What was the result caused by doubts and fears? The lands containing millions of dollars' worth of hidden treasures passed out of the owners' hands at a nominal sum, and to day many of these former owners are poor men, while they are, in some instances, millionaires.

Is the South to go in this same stupid way and allow the remaining lands containing timber, iron, manganese, marble, slate, gold and silver, to pass away into other hands, and the owners to get no benefit, except the paltry price paid for the land?

The excitement that has been for a few years in coal and iron is now spreading to marble, manganese and gold. It does not take a prophet to see that in the next few years, that great fortunes will be made by some one out of one or all of the above three minerals. We have seen samples of marble and specimens of gold recently brought to light that sustain us in our views and make us hope and believe that as with iron and coal, millions of capital will soon be invested working and developing these more valuable ores. Will the South do it? Or will it allow foreign capitalists to take all the good things left? The gold fields of Alabama and Georgia alone can and will in a few years employ millions of dollars in developing and working them, and who will get the benefits?—Tribune, Rome, Ga.

St. Louis Iron Market.

Specialty reported by ROGERS, BROWN & Co., Gay Building, 304 N. 3rd street, St. Louis. W. H. SHIELDS, Manager.

ST. LOUIS, June 25, 1888.

Some round sales of Southern coke iron are reported to leading local buyers. A very heavy business could be done if furnaces could be persuaded to take figures as low as some sales that are reported. There is a disposition, however, by some companies that have sold considerable blocks to pull out for the present and await developments. Prices are about as low as they got in 1886, and it is hard to see how they can go any lower, unless general business stagnation sets in. That does not look probable from this point of view. We quote for cash f. o. b. St. Louis:

CHARCOAL POUNDING.	
Missouri.....	\$17 00@18 50
Southern.....	17 00@18 50
COAL AND COKE IRONS.	
Southern.....	16 00@17 00
Ohio Softeners.....	17 00@21 00
MILL IRONS.	
Missouri.....	15 00@16 00
Southern.....	14 00@15 00
CAR-WHEEL AND MALLEABLE IRON.	
Southern.....	19 00@23 00
Lake Superior.....	21 00@25 00
Conn.-Ill. Coals. (East St. Lou's).....	— @ 4 35
" (St. Louis).....	— @ 4 50

Cotton Yarns and Warps.

Single skeins:	
6s to 10s.....	15 1/2@16
12s to 20s.....	16 @18
20s to 25s.....	18 @20
30s.....	22 @24 1/2
40s.....	25 @26 1/2
s-ply 8s, skeins.....	
" 10s, ".....	16 1/2@17
" 12s, ".....	17 @17 1/2
" 14s, ".....	17 1/2@18 1/2
" 16s, ".....	18 @19 1/2
" 18s, ".....	19 @20 1/2
" 20s, ".....	20 @21 1/2
" 22s, ".....	21 1/2@22 1/2
" 24s, ".....	22 1/2@23 1/2
" 26s, ".....	23 1/2@24 1/2
" 28s, ".....	24 1/2@25 1/2
" 30s, ".....	25 1/2@26 1/2
3, 4 and 5-ply 8s.....	
Soft twist, single skeins:	
6s to 10s.....	15 1/2@16 1/2
12s to 20s.....	16 @17 1/2
20s to 25s.....	18 @18 1/2
30s.....	22 @23 1/2
40s.....	25 @26 1/2

Single chain warps:

12s.....	16 1/2@17
14s.....	17 1/2@18 1/2
16s to 20s.....	17 1/2@18 1/2
22s.....	19 1/2@20
24s.....	21 1/2@22
30s.....	24 @25
Two-ply chain warps:	
12s.....	17 @17 1/2
14s.....	17 1/2@18 1/2
16s.....	19 1/2@20
20s.....	21 1/2@22
24s.....	24 1/2@25
28s.....	26 1/2@27 1/2
30s.....	28 @29

New York and Philadelphia quotations furnished by Buckingham & Paulson, 23 Leonard street, New York; 118 Chestnut street, Philadelphia, and 2 Exeter Place, Boston. JUNE 26, 1888.

C. R. MAKEPEACE & CO.
ARCHITECTS and Mill ENGINEERS
PROVIDENCE, R. I. Plans, Specifications and Estimates furnished for Cotton and Woolen Mills.

LOCKWOOD, GREENE & CO.

MILL ENGINEERS,
NEWBURYPORT, MASS.

PLANS AND SPECIFICATIONS FURNISHED FOR THE CONSTRUCTION, EQUIPMENT AND ORGANIZATION OF COTTON AND WOOLEN MILLS.

WANTED---PARTNER.

Young man with \$5,000 to \$12,000 (entire amount not necessarily needed at once) to take active interest in an established Wholesale and Retail Lumber Yard and Planing Mill. In one of the largest cities in Tennessee. Full investigation and unquestionable reference. Fine opening for active, honorable, temperate party; none others need apply. Address

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Care Manufacturers' Record,
Baltimore, Md.

GREEN FOREST,
Rockbridge County, Va.

Best location in the State for a Furnace. Vast beds of rich Buena-Vista iron are at hand. Coke at less than three dollars per ton. Eight acres for a site offered FREE on the S. V. R. and the R. & A. Railroad. Best location for a Paper Mill. Supply of soft wood unlimited. Two acres FREE for a site.

Best location for a Woolen Mill. One acre FREE for a site. Large water power available. Write to

B. C. MOONAW.

West Point, Va.

A growing town. Property increasing in value. *Factories invited.* *New enterprises exempt from taxation.*

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Steamer lines to Europe, New York—Baltimore, &c.—

Oysters and fish in unlimited abundance. Surrounded by the great fruit and trucking country of Virginia. For any particulars desired, address,

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DETROIT, MICH.

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L. M. GREGORY, Secy. Citizens' Association,
SAN ANTONIO, TEXAS.

Interesting to Travelers South.

The section of the South attracting by its wonderful development and prosperity the attention of the whole world is traversed by the Queen & Crescent Route, (Cincinnati Southern and Associate Roads) Express trains, the fastest in the South, leave Cincinnati daily at 7:55 A. M. and 8:00 P. M. for Chattanooga, Birmingham, Atlanta, Decatur, Rome, Gadsden, Tuscaloosa, etc. When going South, do not fail to procure from your nearest agent tickets which read via Cincinnati and the Queen & Crescent Route. Inquiries promptly responded to by H. Colbran, General Passenger Agent, Cincinnati.

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The HOT BLAST is the only morning daily in Anniston.

It gets the Associated Press dispatches and special correspondence by wire and mail. Outside of Anniston there is no other daily paper published in the entire Anniston Iron District, within which are embraced a dozen or more towns and villages.

THE HOT BLAST

Is a modern, progressive newspaper. It publishes the news, and all the news. What-ever happens that is worth knowing about is told of in its columns. It has opinions and expresses them. It commends what is right and denounces what is wrong without regard to the personality or position of him who is praised or censured.

To those who want to know anything of the resources and attractions of this section, and to keep informed as to the course of events here, the HOT BLAST is indispensable.

It presents every day a complete and accurate history of Anniston and the surrounding country the day before and publishes special articles, prepared by thoroughly competent writers, on the natural resources of this district and the different phases of its development.

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IS EIGHT DOLLARS A YEAR.

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This remark seems to be the general expression heard every day on the streets in the cities and towns throughout the Ohio Valley and Central States. The C. H. & D. R. R., always alive to the interests of its patrons, give notice that extreme low rate tickets can be had over its road, and as this line has the finest equipment in the land and runs through cars to Cincinnati from Chicago, St. Louis, Detroit, Toledo, Indianapolis, Lima, Dayton, Springfield, Ill., and Keokuk, Iowa, and is known as the Great Through Car Line from and to Cincinnati, the traveling public will be properly taken care of by asking for tickets via this favorite line. Remember the dates—July 4th to October 27th, 1888—the place Cincinnati and the road C. H. & D.

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On July 5th, 1888, we will sell at auction all the assets of the North Carolina Millstone Company, formerly doing business at Parkwood, Moore county, N. C., including large tracts of finely timbered and good farming land, the quarry, shops, machinery, &c., from which are made the well known

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1 Brass Turret Lathe.
1 each Planer, 24 in. x 24 in. x 5 and 8 ft.
1 " " 20 in. x 20 in. x 8 ft.
1 Planer, 36 in. x 30 in. x 7 ft.
1 " 40 in. x 40 in. x 14 ft.
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1 Shaper, 6-in. stroke. 1 12-in. Shaper, two tables.
1 each 12, 15, 20 and 28 in. stroke.
1 14-in. Hendey Shaper.
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THE PRICE IS LOWER THAN OTHERS.

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20 Spoilers of different makes.
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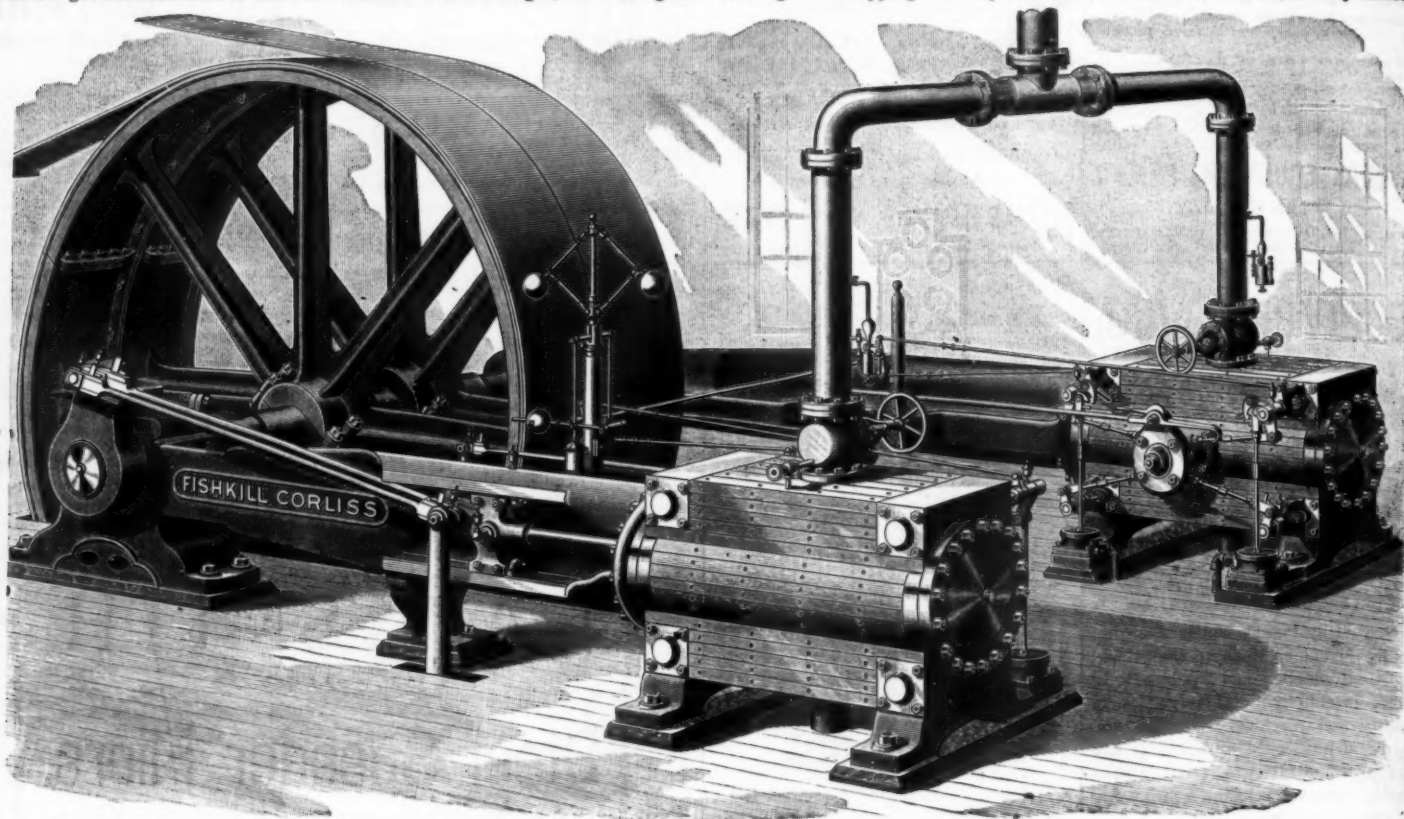
The Improved "Fishkill Corliss" Engine.

The superior character of the Corliss engines has been firmly established, and is generally acknowledged. Repeated tests of the most severe character by eminent scientific and practical men, have shown clearly and strikingly the great worth and general excellence of these en-

we find all the best features of the original Corliss engine, together with many valuable and attractive improvements made by the builders, and secured by letters patent. The workmanship throughout this engine is admirable, showing the labor of skillful hands, while the whole presents a solid and substantial appearance, yet graceful and elegant. In its design symmetry is combined with strength, and while grace-

have been established since 1853, and are well-known wherever steam engines are used. The works, situated on the east bank of the Hudson river, are about 58 miles above New York city, three minutes walk north from the Fishkill station of the New York Central & Hudson River Railroad, a track of which runs through the works, and has admirable facilities for receiving and shipping both by rail and

valve, and which, when removed, brings with it the stem and float and all the working parts, while the shell may remain in place and connected. It will be seen in the sectional view that as the float rises its stem moves up an incline, rotating the valve a little, and moving it endways off its seat, giving a clear opening equal to the area of the outlet pipe; as it falls the incline forces the valve to its seat, thereby maintaining



FISHKILL DOUBLE CORLISS ENGINE.

gines. Since the introduction of the Corliss engine, a quarter of a century ago, a large number of engine builders, accepting the Corliss style of engine as the most desirable, have added improvement on improvement to the original pattern, culminating in several distinct styles of this popular engine being placed upon the market, a large number of which, it is claimed, are

ful in appearance, a proper relation of the parts is preserved, each part being made of suitable shape to perform the work required of it, and strong enough to bear the strain incident to such performance. The wearing surfaces are all made liberal in size; the anti friction metal used being the best obtainable.

The illustration presented on this page

water. In addition to extensive dock frontage they have connection with the West Shore, New York, Lake Erie & Western, New York, Ontario & Western, New York & New England and the Newburgh, Dutchess & Connecticut Railroads. Mr. Robert J. Halpin is the present president of the company, Mr. W. F. Sage, vice-president, and Mr. Jas. L. Teller, secretary. The company manufacture a single Fishkill Corliss engine in several sizes for general manufacturing purposes, as well as the larger double engine. Circulars and catalogues containing detail description of these engines will be forwarded upon application to the manufacturers.

a water line in the trap of sufficient height to keep the outlet well sealed with water, thus precluding the possibility of an escape of steam.

The float is of cast composition, exceedingly stiff, and guaranteed to stand 150 lbs. pressure. It is perfectly spherical, and is ventilated through its hollow stem into the open air, so that it can never fill with water.

The closing is so gradual that there is no possibility of water hammer, making it

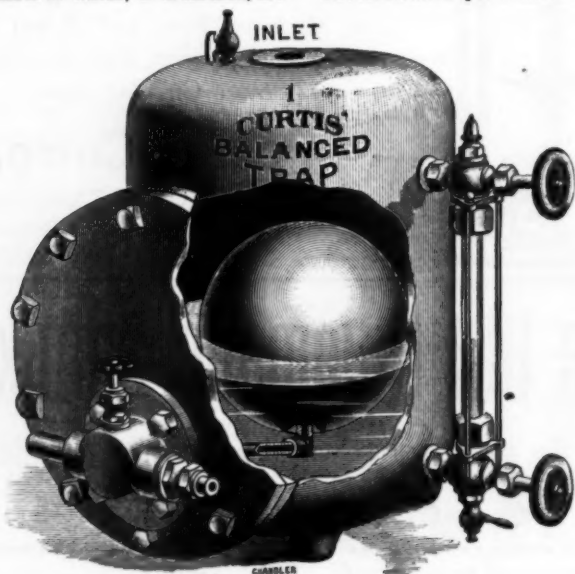


FIG. 1.

more desirable and superior to the original type of Corliss engine. The Fishkill Landing Machine Co., located at Fishkill-on-the-Hudson, N. Y., are now manufacturing a Corliss engine which is proving a distinct success wherever installed. We refer to the improved "Fishkill Corliss" engine of their manufacture, whose two most prominent characteristics are economy and close regulation. In this machine

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The Edwards Steam Trap.

We illustrate to-day an improvement on what has been known to the public for several years as the Edwards steam trap, manufactured by the Curtis Regulator Co., of Boston. This trap, by four years' service in breweries, sugar works, soap factories, etc., has achieved a reputation for perfect reliability, being able, it is claimed, to take care of any condensation, large or small, and at any pressure, high or low, and even with no pressure at all in the trap.

A good testimony to its worth is its adoption on the system known as the super heated water system of Boston, in which the street pressure of 400 pounds to the inch is reduced to 5 to 10 pounds for heating and to 60 to 100 pounds for running steam engines, using this trap through which to return the water into the return pipe to the station. The improvement consists in making the chamber of the trap in one piece, with rounded ends and a nozzle on the side, on the cover of which is placed the balanced

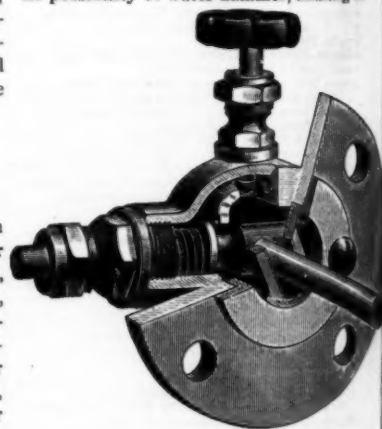


FIG. 2.

particularly desirable for breweries, vacuum pumps, jacket kettles and similar apparatus.

The glass gauge shows the internal condition of the trap at a glance, while the pass-by valve, in the top of the outlet port, enables the trap to be blown entirely out, or its working to be continued, if for any reason the float valve fails to open.

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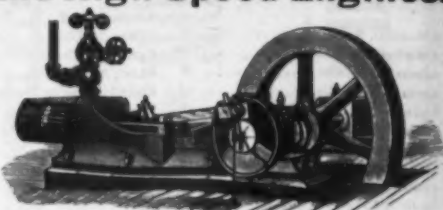
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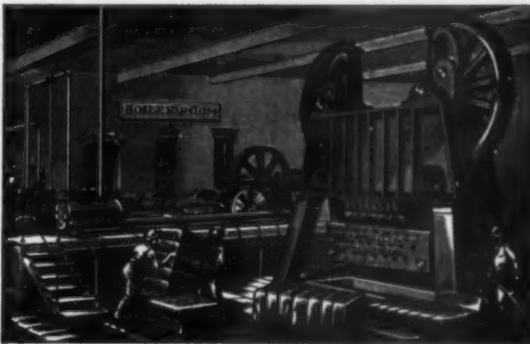
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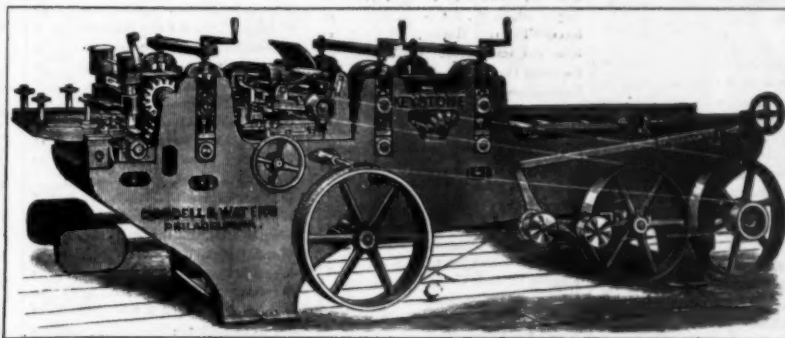
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Combined Universal Wood-Worker and Molder.

We illustrate on this page a novelty in the wood-working machinery line, namely, a combined Universal wood-worker and molder. These two machines, a 9-inch Universal wood worker and an 8 inch four-sided molder, are on one frame, cast in one piece. They are driven by a patent combined countershaft which has no loose

to positions suitable for all kinds of squaring up, beveling, cornering, etc. It is furnished with posts and springs to hold down stock when necessary, and it can be placed so as to use the full width of the knife.

The molder side comprises a four sided molder as complete in every respect and as available as a separate machine. Three sizes are made; eight, nine or ten inches.

The bed is gibbed to the main column,

ceiling or partition stuff; will do rabbeting, gaining, panel raising, jointing, ripping and cross cutting, and a great variety of other work. The pulley on counter shaft to receive belt from main shaft is 12 inches diameter and 6 inches face, and should make 1,000 revolutions per minute.

For further information address the manufacturers, the Egan Co., 238 to 248 West Front street, Cincinnati, Ohio, U. S. A.

Cheap Fuel.

When coal was discovered, placed upon the market, and the prejudice of a "wood-burning public" had been overcome, the world at large, highly pleased and satisfied with the new heat producing article which accomplished so much more than wood at its best, began a new life, as it were, clouded only by the fear that the coal supply would soon be exhausted. In fact,

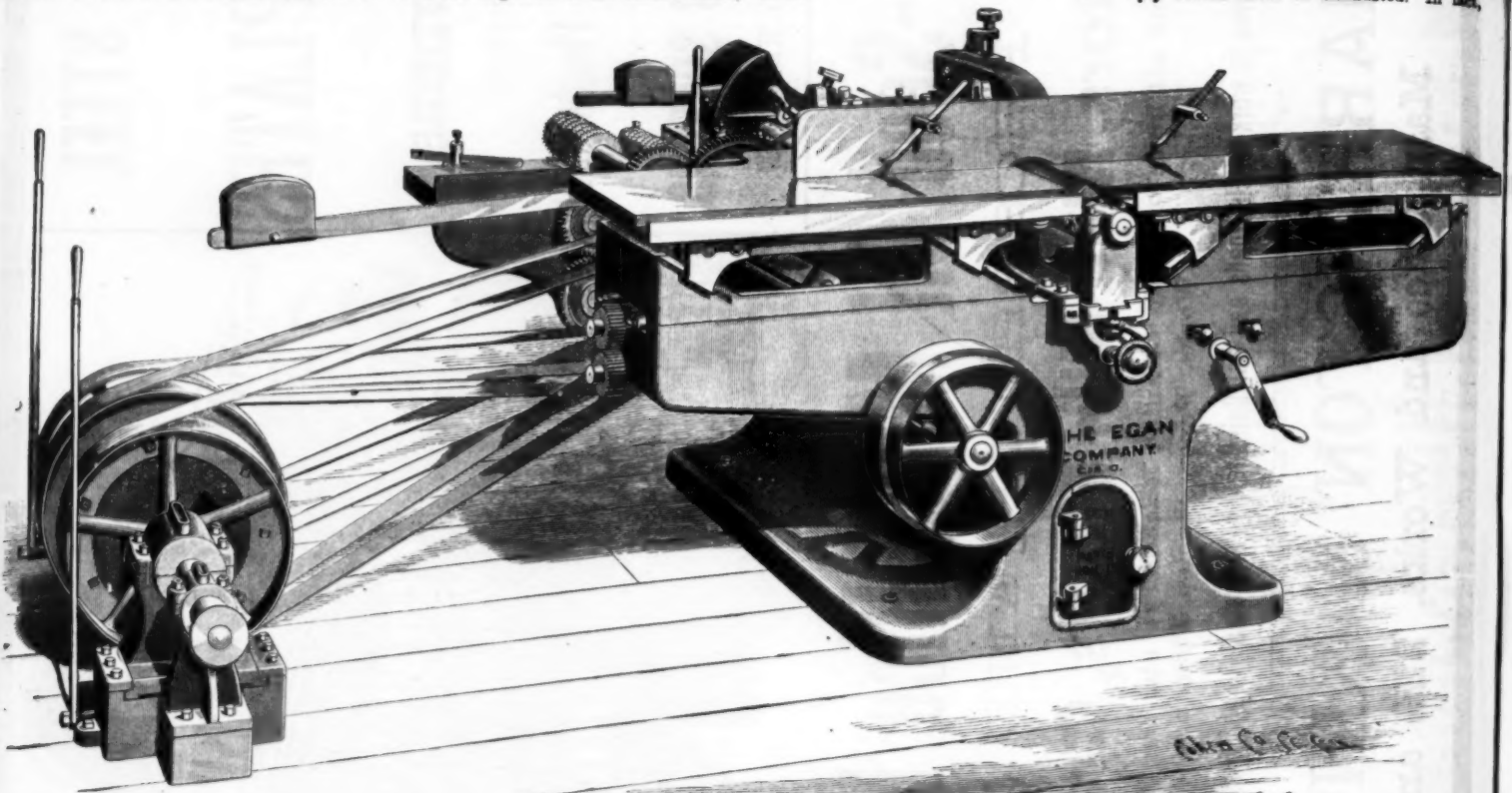


FIG. 1.—COMBINED WOOD-WORKER AND MOLDER—WOOD WORKER SIDE.

pulley and which requires but one belt from the line shaft, thus obviating the shifting of a belt to start or stop either machine. The arrangement of the countershaft is such that each machine is as independent of the other as if they were entirely separate. Both machines can be run at one and the same time, or each independently at different times; all adjustments can be made, heads and bits can be put on or taken off, and they can be stopped, started and operated without the one interfering with the other in the least. It answers the purpose and does the work of two separate machines, and occupies but little more space, if any, than either a separate wood-worker or a separate molder.

The wood worker side consists of 9 inch Universal or Variety wood worker, and has all the adjustments of an independent machine.

The mandrel is made of steel, and runs in a patent journal box and slide, by means of which the mandrel has a lateral adjustment across the machine. This will be found very convenient in gaining, grooving, rabbeting and similar work, as it enables the operator, by a few turns of the hand-wheel, to put the head to the exact place wanted, dispensing with adjusting the fence to an accurate line, which is difficult to do.

The patent outside bearing can be instantly removed to facilitate the changes of heads.

The tables are long and have a variety of adjustments, which are easily accomplished. The tables raise and lower on inclines. Both tables can be raised or lowered together or separately. They can be raised or lowered with the circle of the head, or vertically, and each table can be moved horizontally to or from the head. All these adjustments are made from the working end of the machine.

The patent bevel fence is made to adjust

working in planed ways, and is adjusted by the large hand wheel in front. An improved clamping device is provided to firmly clamp the outside bearing and bed to the main column, holding them solid and rigid.

The cutter heads are steel, slotted on four sides. The two side heads and lower head raise and lower with the bed. Each side head has a lateral adjustment, and can also be bevelled. All four heads have a horizontal adjustment by means of the hand wheels in front.

The feed is powerful, and consists of three geared feed rolls, two above and one in the bed; the latter is driven by expan-

THE activity in building operations throughout the South has created a great demand for the highest architectural skill in making plans for dwellings, business houses and factories. No better evidence of the taste and good judgment as well as of increasing prosperity of the people of the South could be given than the great attention which they are now paying to the erection of beautiful houses. In all parts of the South there are rapidly going up most charming dwelling-houses and handsome business blocks, churches, schools and other public buildings. The selection of an architect is often a matter of great trouble, and we have had many requests for names

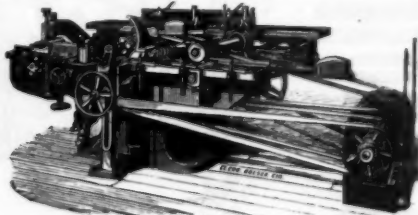


FIG. 2.—MOLDER SIDE.

sion gearing, and the former are arranged to lift parallel; this allows the full surface of the feed rolls to rest across the board, although it may vary in thickness.

The outside bearing to the main head is bolted to the frame and reaches to the floor, and is clamped to the bed. The adjustable box can be removed instantly when a change of heads is desired.

The variety of work that can be accomplished by this combined machine, the ease with which it can be operated together or separately, and the small amount of floor space occupied in proportion to the work that can be done, makes it a valuable tool for any woodworking establishment. It will make all kinds of moldings, either straight, circular or wave; flooring

of good architects for planning fine houses. The MANUFACTURERS' RECORD takes great pleasure in heartily recommending to those needing architectural work Mr. Jackson C. Gott, of Baltimore. Many of the most beautiful dwellings in Baltimore and in the surrounding country, noted for its magnificent country residences, were designed by Mr. Gott, while among the splendid business houses and public institutions of this and the adjoining States a very large number were designed by him. Those who need plans for houses of any kinds, whether for residences or for business, cannot, we think, find a better architect to prepare their plans than Mr. Gott.

Subscribe to the MANUFACTURERS' RECORD.

some one down East said that "coal was all well enough so long as it lasted, but we would burn up the whole State of Pennsylvania in less than ten years." From recent observation that State is still with us, and, besides furnishing coal in immense quantities, has supplied America with oil and natural gas. As before stated, coal superseded wood and produced results that were considered wonderful in all branches of manufacture. People soon discovered, however, that something like 80 per cent of the heat producing quality "went up the chimney" in smoke and gas. To overcome this scientists and inventors went to work years ago, bent upon arresting this waste of heat producing product. In other words, the very best method of burning coal was in a crude state. When crude oil presented itself inventors tried their hand at burning it to profit, and oil was treated to a series of experiments that cost millions of dollars. Capitalists were ready at all times to place money at the disposal of ingenious people, who thought they had struck a perfect oil burning system, simply because manufacturers wanted something in place of dusty coal that occupies valuable land area in every factory yard, at the same time expensive to handle, both as coal and as ashes. The system operated by the Aerated Fuel Co., of Springfield, Mass., the invention of Mr. J. H. Bullard, of the same place, seems to have met the want, and now that oil can be burnt without danger at less cost and with more profitable results, the coal men of the country come to the front and say "oil is all well enough, but you will exhaust the supply in less than ten years." It was recently stated that the "locomotives on one of the railroads" in one State could burn more oil in one year than could be drawn from the earth. This is as absurd as the Eastern man, who predicted sending Pennsylvania up the chimney in

ten years. Oil has come to stay. By many it is believed to be the coming fuel for all heating purposes. It is claimed to be cheaper than coal, easier to manage and produces superior results. The only question has been how to handle it. In the following description we beg to present facts concerning this process, owned, controlled and operated by the Aerated Fuel Co., of Springfield, Mass., J. H. Bullard, manager. In the accompanying cut, A shows small forge; B the oil cylinder, held in position by two brackets. From a tank outside the building oil is pumped into the cylinder B, where it is met by an air pressure of from 10 to 20 pounds, according to amount of heat required, forced through the pipe D by air compressor, which then mixes with the oil at the end of the burner near F, forming a fine spray, which, being ignited, gives out a very intense heat, which, it is stated, renders the process of welding, brazing, annealing, etc., much easier, less expensive, cleaner and more satisfactory than a coal fire can possibly accomplish. In all the work done by this process the metal comes out so free from scale or foreign substances that brazing, welding, etc., is far more perfectly done, the owners of the patent say, than by any other method. The air surrounding the oil pipe in the burner keeps the pipe cool, and prevents its becoming foul or clogged. This, with the perfect control which the operator has over the flame, places this fire, it is claimed, far in advance of all other systems.

The Ashtabula Tool Co., of Ashtabula, Ohio, are using this under all of their forges, and will discard coal entirely. A recent visit to their factory impressed one very favorably with the clean and neat appearance of their forge room. The air was cool and free from disagreeable gases, sulphurous odors, dirt and ashes, which permeate the atmosphere of every such factory to the hindrance of work and detriment to health of the workmen. The workmen commence work at 7 A. M. and 1 P. M., thus getting in a full day's work of ten hours. The fires once started do not need replenishing as with coal, but give a continuous and steady heat. One forger said, "all I have to do is to hammer away all day, and the forge runs itself."

The superintendent said: "I hope to get rid of the annoyance, dirt and ash from handling coal by next Wednesday, and then use Aerated fuel entirely which gives such perfect satisfaction in all points. In the first place, we are welding steel to steel, iron to iron, and steel to iron, besides our regular forging fires, and the cost stands to-day 7 cts. for oil against 50 cents for coal per fire while our factory is cleaner, work is better finished, valuable yard space is not now occupied by an unsightly coal heap, that is liable to take fire and destroy our property at any moment without warning. In fact, we would not return to the use of coal on any account." The Berlin Iron Bridge Co., of Berlin, Conn., have worked quite a change in their forge fires by adopting this fuel, and President Jarvis speaks in the highest terms of the work it accomplishes. The Werwick Cycle Co., of Springfield, Mass., have met with the greatest success in brazing heads and backbones on the forks of their bicycles, and in heating their enameling furnaces which they find give a much finer and higher finish than has ever been accomplished with any other fuel. The insurance companies have fully investigated this fuel, and are so well satisfied with it that they do not increase rates of insurance in any place where the fuel is used. This system has also an advantage, it is claimed, over natural gas, in that it is nearly as cheap, and each factory is as independent of its neighbor as if run with coal, not being obliged to stop work each

time the city or town gas main is repaired, which is an experience that many who are using natural gas are obliged to put up with, and which entails great expense to those who are engaged in certain lines of work, like glass making for instance. The Aerated Fuel Co., Springfield, Mass., will give any further information desired.

A New Steam Generator Unlike Any Other.

The latest invention of Victor Colliau, M. E., of Detroit, Mich., is a steam generator or boiler, the idea of which he conceived while watching the progress of the great Chicago fire in 1871, which consumed or melted supposed inflammable materials because of application of direct heat, melting iron, steel, hardware and even brick and stone in a manner that would do credit to a furnace built specially for such a purpose, and all this accomplished with so little fuel or inflammable material as to prove a great shock to his ideas on the twin subjects of combustion and metallurgy. Mr. Colliau first introduced this idea in his cupola, improving and perfecting it until by the application of this principal of "direct heat," one pound of coal will melt 13½ pounds of iron. The application of the same principle to a boiler, in connection with other improve-

holes are corresponding apertures on the outside jacket which are closed by individual slides. The inside and outside holes have mica windows, so that opportunity is afforded at all times to view the condition of the fire inside.

Air for combustion may be furnished in different ways at will. A blower connected with a blast pipe eight inches in diameter, leads into the inside of the air jacket at the top.

Now for a description of the boiler in operation. Some shavings and light wood are thrown through the open door in the stack, just above the boiler, filling up the bottom of the furnace about one foot, which is two or three inches above the level of the lower tier of holes or tuyeres. The latter are now opened, all the others being closed. The light fuel is ignited through the lower holes; then more fuel is put in through the door in the stack until the second tier of holes has been reached, when these also are opened. In a very few minutes steam is generated. Then all the openings in the outside jacket are closed, so that all the air supplied comes through the blast pipe connected with the blower. This method under ordinary circumstances furnishes all the air necessary for combustion and the generation of steam. When an extra pressure of steam is required the blower may be used. When it is necessary to decrease promptly the pressure of steam the blower is also used, but in a different way. The lower tiers of apertures which are in contact with the burning fuel are closed; all those above are opened. The air from the blower is then turned on and has the effect of cool-

instantly extinguished. In the Colliau experimental boiler the heating surface is the inside of the boiler only, and it represents a superficies of 66 square feet. In a comparative test with an ordinary tubular boiler, having a heating surface of 100 feet, larger results were obtained by using only one-fourth of the 66 feet of the Colliau boiler than the whole 100 feet of the ordinary boiler.

The Colliau boiler is said to have large advantages over others for use in steamships.

The enormous and distressing labor of stacking the furnaces is almost entirely eliminated because the fuel can be fed automatically. Space in the hull can also be economized. There being no grates or stake doors in the bottom of the Colliau boiler, the fires cannot be drowned out in case of accident from collision or otherwise. The ocean steamship Oregon, which went to the bottom some two years ago off New York, involving a loss of \$1,000,000, would have been saved if steam could have been kept up one hour longer.

Packer's Improved Steel Belt Fastener.

The manufacturers of this belt fastener make the following claims for it: "Combines lightness and strength; can be quickly applied; no riveting or clinching; can be removed and replaced quicker than any fastener in the world; can be used as many times as desired; is adapted to any width belt; no assortment of lengths required; this



ments, has just been patented. The boiler in question is like no other steam generator in the market, its chief feature being economy in the use of fuel, a saving of 50 per cent. being claimed by its inventor. The following gives a fair idea of the new Colliau boiler:

Take three upright cylinders, eight feet high, one inside the other, the inside one 30 inches in diameter, the next 45 inches in diameter, and the outside one 55 inches in diameter, and a rough idea of the Colliau boiler may be obtained without an illustration. The inside 30 inches of space contains the fuel; the 7½ inches of space between the inside and center cylinders contains the water and steam, and is the boiler proper; and the five inches space between the outside cylinders is an air chamber or jacket. The inside cylinder is continued beyond the boiler, and forms the stack or chimney. Two feet above the boiler there is a door in the stack through which the fuel may be introduced.

This boiler differs radically from those in present use in having neither flues nor grates. The quantity of air necessary for combustion is controlled to a nicety and enters from the sides, there being no draught from the bottom whatever. Around and through the boilers proper at regular intervals there are six tiers of holes, each two inches in diameter—60 holes in all. These are opened or closed at will by 10 circular slides extending all around the boiler and operated by handles on the outside jacket. Opposite these

ing the boiler, and consequently decreasing the steam pressure.

One of the remarkable properties of this boiler is the fact that even at the highest point of steam pressure, the surface of the exterior is perfectly cool. In fact, the Colliau boiler in full operation might be placed in a living room in summer time without materially raising the temperature.

In the ordinary boiler there is a large amount of horizontal surface, both in the flues and in the fire-box, on which "scale"—which is the residuum of water converted into steam—naturally forms. Scale is a non-conductor of heat, and where formed retards the generation of steam, and also permits the iron of the boiler next the fire to burn. The latter is the cause of the majority of boiler explosions. In the Colliau boiler there are no horizontal surfaces on which scale can be formed. The deposits fall to the bottom and are easily drawn off in the form of mud. A bucket elevator for supplying fuel through a spout into the bottom of stack is attached and is regulated at will. In operation no smoke is emitted from the chimney or heat from the open door in the stack. The hand can be inserted in the fuel door and held for ten minutes without discomfort or uncleanness, which indicates perfect combustion and entire absorption of heat by the water. There is a solid iron door at the bottom of the boiler like those used in cupolas, the two halves of which swing downward on hinges. By dropping this door the fire leaves the boiler and is

fastener when running will not cut or injure the hand; the points being united prevents their being lost or flying out, and by holding ends of belt always in position, prevents injury to corners of belt, where



FIG. 1.

shifter is used; the fastener readily adjusts itself to cone or straight pulleys; the small quantity of metal that comes in contact with the pulley reduces slipping to the minimum; can be run over wooden



FIG. 2.

pulleys without injury to them." These fasteners are furnished in strips one foot long, and are packed five in each box. The Union Belt Fastener Co., Cleveland, O., are the manufacturers.

DECATUR, ALA.

Offers outside investors better inducements to locate than any other

 CITY IN THE SOUTH. 

AS A CITY OF

Mammoth MANUFACTURING Enterprises,

She has few equals and no superiors in the South.

There have been located at Decatur in the last few months the following Industries :

THE DECATUR LAND, IMPROVEMENT & FURNACE COMPANY. Has 50,000 ACRES of Iron, Coal, Mineral and Timber LANDS

United States Rolling Stock Company's Plant, from Urbana, Ohio, \$1,000,000.

Louisville & Nashville Railway Construction Shops, \$300,000.

Charcoal Company's plant, costing \$120,000.

A seventy-ton Charcoal Iron Furnace, costing \$190,000.

A one hundred-ton Blast Iron Furnace, costing \$225,000.

The Decatur Iron Bridge Construction Company; cost of plant, \$100,000.

The American Oak Extract Company's plant, costing \$60,000.

Ivens & Sons Steam Boiler and Engine Works, costing \$100,000.

Morse Cotton Compress plant, costing \$60,000.

Southern Horse Nail Company, \$100,000.

Decatur Lumber Company, Saw and Planing Mills, costing \$50,000.

Berthard & Co., Sash, Door and Blind Factory, cost \$15,000.

The Decatur Street Railway Company.

The Plumbers' Supply Co., \$25,000.

The Telephone Company.

The Alabama Lumber & Fruit Package Co.

Brush Electric Light Company, cost \$10,000.

The Ironton Wheelbarrow Company, cost \$25,000.

The St. Louis Investment Company, \$200,000.

Howland & Co's Water Works System, costing \$200,000.

Bleymeyer Artificial Ice Company, cost \$10,000.

Four Mammoth Brickyards.

Jones, Poley & Co's Lumber Yards.

The Hoosier Mills & Building Company.

The Gate City Sash & Door Company.

Decatur Car Wheel & Construction Company, \$60,000.

Arantz Bro's Mills and Lumber Yards.

Grant & Co's Furniture Factory.

Decatur Carriage Company.

Southern Lumber Company.

H. S. Freeman's Mills and Lumber Yards.

The Alabama Farmer's Friend Fence Machine Company.

The Decatur Artificial Stone Company.

Decatur Chain and Architectural Iron Works, capital \$100,000.

Natural Gas Company, capital \$200,000.

First National Bank, capital \$100,000.

The Exchange Bank of Decatur, capital \$100,000.

Merchants' Insurance Company, capital \$100,000

Decatur Building Association, capital \$300,000.

Decatur Building Company, capital \$1,000,000.

Buchheit's Bottling Works.

Decatur Printing Company.

Two daily papers, three weekly papers.

Two hotels—one \$100,000, completed, and one \$300,000 being built; the largest in the South.

Grand Opera House, \$100,000.

THERE ARE OTHER

Mammoth Enterprises

Locating here, and contracts are being made with some of the most extensive industries in the United States.

Decatur is the Healthiest city in Alabama, the death rate among whites for 1886 being only 11 in 1,000.

Decatur Land, Improvement & Furnace Company.

E. C. GORDON, President.

H. G. BOND, Vice-Prest. and Gen. Manager.

W. T. MULLIGAN, Secretary.

This Company has been pre-eminently successful in promoting the interests of the city of Decatur.

CORRESPONDENCE SOLICITED WITH PARTIES SEEKING LOCATIONS.

FLORENCE, ALA.

County Seat of Lauderdale County.

At Head of Navigation on Tennessee River, and at Foot of Muscle Shoals Canal,
which will be open Jan. 1st, 1888.

SITUATED on a gently undulating Plateau, 200 feet above high-water mark, surrounded by three large creeks of pure free-stone water. It has a Court House, Two Colleges, Four Public Schools, Six Churches, beautiful wide streets, graded and graveled, and shaded with forest trees; Hotels, fine store houses, Masonic, Odd Fellows, K. of H. and L. of H. lodges. A population of 2,500—moral, social and hospitable.

— The Scenery on Every Side is Picturesque and Beautiful. —

SO MUCH SO THAT IT IS CALLED BY VISITORS

FAIR FLORENCE."

There is no Place on the Continent more Healthful and Salubrious.

MANUFACTURES.

Within the last six months numerous manufactures have been located here, among the number:

Five Large Blast Furnaces,
One Rolling Mill,
Three Planing Mills,

One Saw Mill,
One Flour Mill,
One Wooden-Ware Factory.

One Cotton Mill,
One Cotton Compress and Ice
Factory.

Two Brick Machines and
Three Hand-Brick Yards.

There are VAST BEDS OF IRON ORE within a few miles North and
IMMENSE COAL FIELDS SOUTH

ACCESSIBLE BY RAILROADS NOW BEING RAPIDLY CONSTRUCTED.

By the 1st of January the Nashville & Florence Railroad will be completed, making three lines of railroad, and the river, thus opening up VAST AREAS OF TIMBER, IRON ORE, COAL, Marble, Limestone, Kaolin, Fire-Clay, and almost every kind of mineral and product.

THE LANDS IN THE SURROUNDING COUNTRY ARE FERTILE AND PRODUCTIVE.

All kinds of Grain, Grasses and Fruits grow to perfection. Springs and Water Courses are numerous, and grazing for Cattle is abundant for eight months of the year.

Pamphlets and maps furnished on application to

Florence Land, Mining & Manufacturing Company.

ATHENS, East Tennessee,

THE COMING

→ Iron and Manufacturing City of the South. ←

Athens is the county seat of one of the most fertile counties in East Tennessee. The health of the city is unsurpassed, and is **ABSOLUTELY FREE FROM ALL MALARIAL OR EPIDEMIC DISEASES**. The surrounding scenery is very fine. From the main avenue the whole valley of East Tennessee can be seen, from the Cumberland Mountains on the west to the Great Smoky Mountains on the east; some of the tallest peaks east of the Rockies being in full view. **FINE MINERAL SPRINGS** are adjacent and are popular summer resorts. The society of Athens is excellent. A cordial welcome is extended to all law-abiding people locating in the town. The **EDUCATIONAL FACILITIES** are good. Beside public and preparatory schools, Athens is the seat of **THE GRANT MEMORIAL UNIVERSITY**, which has an enrollment of over 300, and whose graduates include some of the most distinguished citizens in the country. Among the industries and institutions of the place in active operation are:

THE ATHENS BUILDING & LOAN ASSOCIATION, \$250,000. **THE ATHENS WOOLEN MILLS, \$100,000.**

THE FIRST NATIONAL BANK, \$50,000.—To be increased at once.

FOUNDRY & MACHINE SHOPS, \$25,000.

FURNITURE WORKS, \$15,000.

FLOURING MILLS, \$20,000, etc.

500 men are now at work on the new railroad from Athens to the

RICHEST IRON FIELDS IN THE SOUTH.

—JUST EAST OF THE TOWN.—

Only eight miles from Athens are **VEINS OF RED FOSSILIFEROUS ORE 11½ FEET THICK**, and 4 to 12 miles beyond are **THE LARGEST DEPOSITS OF BROWN ORES IN THE SOUTH**. The ores of both varieties, in addition to being inexhaustible, are both superior in quality to any ores of either variety at present mined in the South. An assertion that can be sustained. Coke can now be obtained at the lowest prices, and in addition a new railroad is now projected to the Cumberland Coal Fields, only 22 miles distant. These roads will give Athens **UNSURPASSED SHIPPING FACILITIES**. The road under construction will penetrate large deposits of Tennessee Variegated Marble; also an Unopened Timbered Region, and will develop the

Largest Colored Slate Deposits in the United States.

These quarries are now being opened, and are pronounced by experts Absolutely Inexhaustible, and equal in quality to the finest Vermont Colored Slate.

The ATHENS MINING & MANUFACTURING CO.

Have alone just contracted for the erection of over

\$500,000 IN NEW MANUFACTURING ENTERPRISES

At Athens, including a 100-ton Blast Furnace, cost \$200,000; Cotton Mills, cost \$150,000; Furniture Works, employing 200 men, cost \$100,000; Hotel, cost \$60,000; Water Works, Street Car Lines, &c. These improvements have been commenced which, added to other improvements projected, will add

\$1,000,000 OF NEW MANUFACTURING ENTERPRISES TO ATHENS.

The company desire to open correspondence with parties desiring to locate, and will extend liberal inducements in addition to gifts of sites in order to induce New Manufacturing Enterprises to locate in Athens. City property is doubling in value every few months, and at present low prices is beyond question a very fine investment.

The Athens Mining & Manufacturing Company,

R. L. BRIGHT, President

R. J. FISHER, Secy. and Genl. Manager.

Tuskaloosa, Ala.

* ALABAMA'S NATURAL PITTSBURGH. *

A Railroad and River Town of 6,000 Inhabitants, in the Coal, Iron and Timber District.

DIPLOMAS FOR

The Best Furnace Coke and the Best Blacksmith Coal

WERE AWARDED THIS CITY OVER ALL AND MANY COMPETITORS AT THE GREAT PIEDMONT EXPOSITION.

HEALTHFUL LOCATION. SALUBRIOUS CLIMATE. SCHOOL FACILITIES UNEQUALED BY ANY OTHER TOWN IN THE SOUTH.

"EXAMINE THE MAP."

* SITUATED ON *
Queen & Crescent

TRUNK LINE,

IN THE
Warrior Coal Field

AND ON THE
WARRIOR RIVER.

Only Navigable River touching the
Alabama Mineral Field.

Eight Months Navigation. Being Surveyed
now to be opened all the year round.
All Water Navigation to

* **MOBILE** *

AND THE

Entire Gulf and Atlantic Coasts.

THE

Tuskaloosa Northern Railroad

Is now under construction into the
MINERAL and TIMBER FIELDS.

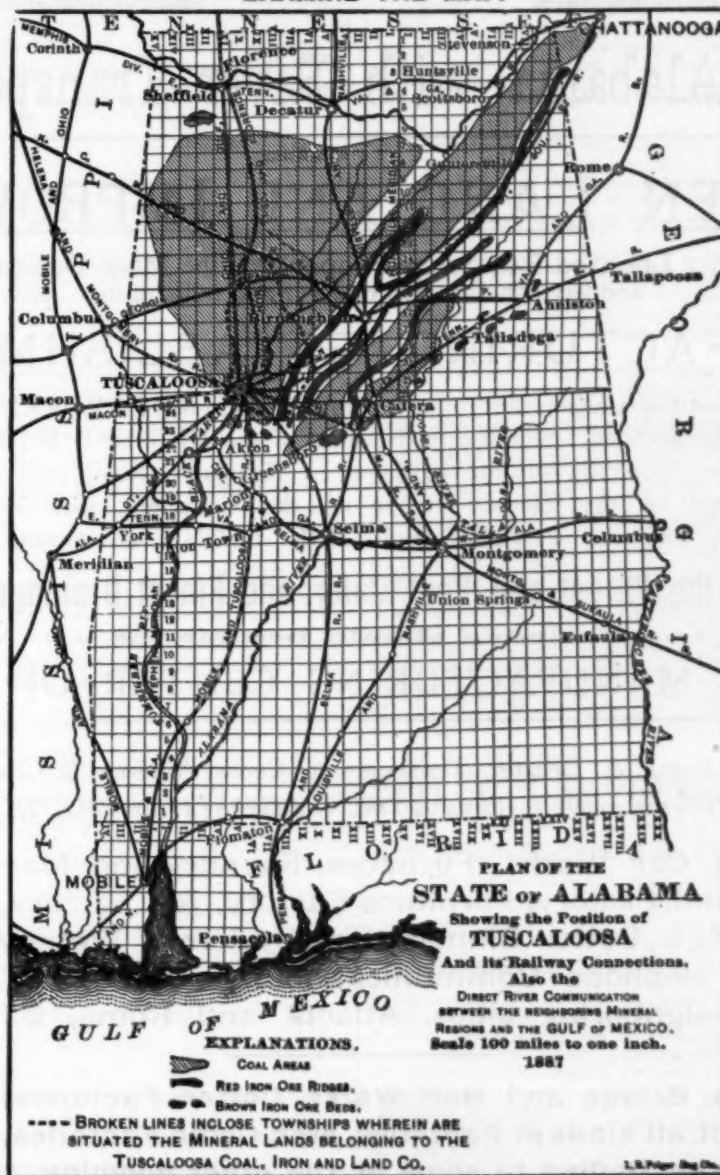
THE

Macon & Tuskaloosa Railroad

Will soon be building into the
COTTON REGION OF MISSISSIPPI.

Fine Farming Region

Around and Below the City.



Superior Inducements

AND

+ ADVANTAGES +

TO ALL

Manufactories Consuming

**WOOD,
IRON,
COTTON.**

FINE COKING COAL

In workable veins near city, fully tested.

◀ **The Fire Clay** ▶

Existing in inexhaustible quantities, has been
practically tested and pronounced

The Best yet Discovered in the South.

The Tuskaloosa Belt Railway

NOW IN OPERATION.

+ **THE TUSKALOOSA WATER WORKS** +

NOW BUILDING.

COTTON MILL

In Successful Operation.

ALSO

LARGE BRICK WORKS

COTTON-SEED OIL MILL, &c.

Manufacturers Seeking Locations in the South have here

⊗ **THE GOLDEN OPPORTUNITY.** ⊗

Many have availed themselves of it, but such is the wonderful richness of the resources of this section that there is

• **ROOM FOR ALL** •

THE **Tuskaloosa Coal, Iron & Land Co.,**

Owning 4,600 acres of city and suburban property, and 40,000 acres of mineral and timber lands, offers liberal inducements to manufacturers to locate at Tuskaloosa, Nature's City, and invites correspondence and the fullest investigation of its claims.

An illustrated descriptive pamphlet sent free upon application to

W. C. JEMISON, President Tuskaloosa Coal, Iron & Land Co., **TUSKALOOSA, ALA.**

GADSDEN, ALA.

"The Hub of the Mineral Belt."

— ONLY —

IRON AND COAL

City in Alabama with River Transportation.

THE GADSDEN LAND AND IMPROVEMENT CO.

Own large tract of Eligibly Located Residence Property in the Most Desirable Part of the City, and have fine location on river and railroad for

MANUFACTURING ESTABLISHMENTS,

And are offering great inducements to manufacturers to locate their plants in this FAVORED LOCALITY. No place in the South has such Wonderful Advantages. Situated in the midst of the RICHEST IRON SECTION in the State, at the foot of Lookout Mountain on the banks of a Navigable River (THE BEAUTIFUL COOSA), surrounded by Forests of the Finest Timber on the Continent, with Fine Building and Fire Clay, and the FINEST BUILDING STONE all around us, with

Uninterrupted Health, and the Purest and Best Water, and Finest Drainage of any City in the State,

Gadsden should become the

← GREATEST MANUFACTURING CENTER OF ALABAMA. →

The Alabama Great Southern, Rome & Decatur, Tennessee & Coosa, Anniston & Cincinnati Railroads, with the ever flowing Coosa, navigable the year round, gives us as *FINE TRANSPORTATION FACILITIES* as any other city enjoys.

We now have Railroad Car Works, Furnaces, Foundry and Machine Works, Saw Mills, Sash, Door and Blind Factory, Furniture Factory, Ice Factory, Paint Mills, Grist and Flouring Mills, Cotton Ginnery, Fine System of Water Works, Electric Lights, Telephone Communication over City, and also to neighboring cities, Atlanta and Rome, Ga.

WE WANT Rolling Mills, Bridge and Bolt Works, Cotton Factories, Woolen Mills, Furniture Factories, in fact all kinds of Factories, even Coffin Factories, (but we want to ship the Coffins to some of the other booming cities.

Liberal Grants of Land will be made by THE GADSDEN LAND & IMPROVEMENT CO., to any of the above-named industries.

FOR FURTHER PARTICULARS ADDRESS

M. L. FOSTER, Sec. & Treas.

THE GADSDEN LAND & IMPROVEMENT CO.

Post-Office Box 145.

GADSDEN, ALABAMA.

TRADE NOTES.

In 1884 the Trenton City Bridge Co. painted their iron bridge (1,275 feet long) across the Delaware river with the Jos. Dixon Crucible Co's graphite paint, and inspection now shows that the paint is as good as when it was put on.

GUILD & LORD, Boston, Mass., have just issued a catalogue descriptive of the Berrenberg rotary pump. As this pump is specially adapted to fire, tank and supply purposes, hydraulic elevators, mining service, contractors and tanners' use, those interested would do well to send for a catalogue.

THE Curtis Regulator Co., of Boston, report that the new balanced steam trap made by them is meeting with unprecedented success. During the winter they furnished 60 or 70 to the Boston Heating Co., 1½ and 2 inch outlets; also several to the Lancaster Mills, Clinton, Mass., and many others.

THE N. Y. P. & O. (Erie) Railroad have issued a very handsomely illustrated pamphlet for free distribution, describing Lake Chautauqua and surroundings. Tourists seeking a cool and delightful summer resort should write to W. C. Rinearson, G. P. A., Cleveland, Ohio, and receive a copy.

RADCLIFF, ROWE & Co., the well-known saw and knife manufacturers of Cincinnati, O., have recently furnished E. M. Short, of Washington, N. C., with a complete outfit of saws for his new mill; also J. W. Branning & Bro., of Edenton, N. C. Their mills are the finest and largest in that section, and their facilities for turning out lumber is perfect.

FOR a finely illustrated catalogue describing steel rules and tapes, steel board rules, hickory board and log rules, those in want should send to the Lufkin Rule Co., Cleveland, O. In this catalogue size and prices are given, and in addition a great many points of special interest to all artisans whose business requires measurements in feet and inches.

THE Jeffrey Manufacturing Co., of Columbus, O., report as having plenty of orders for the elevating machinery and drive chains. They will manufacture, in addition to their present specialties, the Willson spring whiffletrees, which are designed to relieve laboring horses from their burdens. Parties interested in any of these would do well to correspond with them.

A TELEGRAPHIC code has just been issued by the Chicago Spring Butt Co., Chicago, Ill. They have found that their line of spring hinges is so extended that dealers are sure to have orders for some sizes or finishes they do not carry or are out of, and to wire the order by catalogue description makes expensive work. They offer to mail the code to all writing for it, and, as its utility is so apparent, there will doubtless be a large demand among the trade for it.

THE Hill automatic sprinkler, invented by John Hill, civil and mechanical engineer, of Columbus, Ga., has for several years been in use in a number of cotton mills, warehouses and oil mills. Fires that have occurred under them have been promptly extinguished. They have been approved officially by the Factory Mutual Insurance Co. of New England, and over 100 different mutual and stock insurance companies are now carrying risks protected by them. The demand for the sprinklers has been great, and a strong company has been organized at Columbus, Ga., known as the Hill Automatic Sprinkler Co., for their manufacture and sale. The D. A. Tompkins Co., of Charlotte, N. C., have equipped many mills with the Hill heads, and have a number of contracts in hand for additional mills.

CHAS. A. SCHIEREN & Co., New York, report recent sales of their "electric" leather belting to the following: L. M. Rumsey Manufacturing Co., St. Louis, Mo.; Carolina Spoke & Handle Works, Charlotte, N. C.; Zeigle Brewing Co., Buffalo, N. Y.; Hancock Inspirator Co., Boston, Mass.; McClellan & Gottwalt, York, Pa.; Brush Electric Light & Power Co., Savannah, Ga.; Elizabeth Schuyler Electric Co., Elizabeth, N. J.; Excelsior Electric Co., 115 Broadway, N. Y.; Fort Wayne Jenney Electric Light Co., Fort Wayne, Ind.

WE call attention to the advertisement of S. Morgan Smith, York, Pa., which appears on this page. The sixth edition of the "Success Pamphlet and Price-list," fully illustrated with handsome cuts and interesting, is now ready for free distribution. It contains 114 pages, and would prove very interesting reading to those wishing to be informed of the advantages and cost of water-power with the present turbine wheel. Mr. Smith is now filling orders from all parts of the country for wheels running from 25 to 1,000 horse-power. Many of these orders are from the South, where the Success wheel is very popular.

THE Stratton Separator Co., whose advertisement appears at page 5 of this issue, have just supplied one of their dry steam separating apparatus to high duty compound pumping machinery of the Flushing Water Works, of Oakland Lake, Flushing, N. Y. For twelve years this city has been supplied by a set of the original type of Holly Manufacturing Co's pumping machinery. The increased use of water necessitated a larger plant, and the board of trustees, after thorough and patient investigation, selected the type of machinery now so popular, viz., that produced by the Geo. F. Blake Manufacturing Co., of No. 95 and 97 Liberty street, New York.

IN describing the large planing mill of E. H. & H. Rollins, of that place, the Industrial Journal, of Bangor, Me., says: "The mill equipment includes four large planers, a clapboard planer and a moulding machine. Two of these big planers were manufactured by S. A. Wood, and one by the Putnam Manufacturing Co. The fourth has been put in the present spring, and was manufactured specially for them by J. S. Graham & Co., Rochester, N. Y. It is truly a giant, weighing 14,000 lbs., and planing lumber from the thinnest board up to timber 8x36 inches. The new planer does its work admirably, surpassing even the most sanguine expectations, and the Messrs. Rollins are delighted with it. The mill has a planing capacity of 100,000 feet daily, and during 1887 between 8,000,000 and 9,000,000 were planed."

THE M. C. Bullock Manufacturing Co., 153 Jackson street, Chicago, Ill., report the following important shipments of machinery: To the Pennsylvania Iron Co., Vulcan, Mich., one large first-motion hoisting plant, consisting of two 28x60-inch Bullock Corliss engines, with independent condensers, and two 12 feet by 72 inches iron shell drums, both fitted with Lane's patent band friction driving bands; to the Iron Belt Mining Co., Iron Belt, Mich., one 2-ton iron skip; to J. B. Maas, Humboldt, Mich., one improved rock drill outfit; for David Boyle to Kissimmee, Fla., one 15-ton ice machine; N. Longstorf, Vermillion District, Minn., one exploring hoist; to O. D. Wetherill, Esq., Chicago, Ill., one 3x12-inch slide valve engine; for David Boyle to Bartholmae & Boesing, Chicago, Ill., one 13x30-inch Corliss engine; to the Chicago & Northwestern Railway, Clinton, Iowa, one 3½-inch E Eclipse rock drill outfit; to Geo. Wakefield, Esq., Wakefield, Mich., one 75 horse-power steel boiler complete; to the Anaconda Smelting Co., Butte, Montana Territory, one improved diamond prospecting drill, "The Favorite," with complete outfit.

THE Sturtevant mill is meeting with a steady and increasing demand, both in this country and in Europe, for the crushing and grinding of ores, phosphate rock, cement, &c. The Akron Cement Co. recently erected one of these machines at their works at Akron, New York, and are turning out with it from 90 to 100 barrels cement per hour. The manufacturers are receiving very flattering reports from many prominent concerns using these machines on different kinds of material. All interested will do well to communicate with the Sturtevant Mill Co., 88 Mason Building, Boston, Mass., from whom full particulars can be obtained.

Important.

When visiting New York city, save baggage express and carriage hire, and stop at the Grand Union Hotel, opposite Grand Central Depot.

600 handsomely furnished rooms at \$1 and upwards per day. European plan. Elevators and all modern conveniences.

Restaurants supplied with the best. Horse cars, stages and elevated railroads to all depots. You can live better for less money at the Grand Union Hotel than any other first-class hotel in the city.

THE American House, Boston, has always been noted for the invariable excellence of its table, and never more than at present. Mr. Rice well knows that it is quality rather than quantity that pleases the experienced guest.

THE Palace Hotel, Cincinnati, Ohio, is the best, finest furnished and most complete \$2.00 hotel in America. 250 rooms; 140 front rooms. Complete fire apparatus and iron balcony fire-escapes.

WESTPHAL'S IMPROVED REVOLVING SCREW, BOLT AND SHOT CASES.
ADJUSTABLE FIRE BACKS AND LININGS FOR COOK STOVES.
IRON STORM THRESHOLDS.
SEND FOR ILLUSTRATED CIRCULARS.
SCHENCK'S ADJUSTABLE FIRE BACK CO.
94 MARKET STREET, CHICAGO.

— FOR THE BEST —
BOILER COMPOUND,
ADDRESS
THE INTERNATIONAL MFG. CO.
280 Pearl St., CLEVELAND, OHIO.

SEND FOR HAND BOOK OF THE
CLEVELAND TARGET CO.
Manufacturers of the BLUE ROCK PIGEON & TRAP, the best trap and target; DICK'S PATENT TRAP PULL, and CHAMBERLIN'S TRAP PULLING INDICATOR.

"The Colliu" New and Improved NOT BLAST CUPOLA, (patent, March, 1884) and New Smokeless and Automatic Feed Boiler, (patented 1886 in U. S.) Correspondence solicited for plans of foundries and the economical working of cupolas, the saving of fuel in melting iron and steel, and in the production of steam. Address VICTOR COLLIU, Mechanical Engineer and Architect, 287 Jefferson avenue, Detroit, Michigan.

BOOKS Relating to Mechanical, Mining and Electrical Engineering. Descriptive Catalogue and information about any book sent promptly on application.

E. & F. N. SPON.
12 Cortlandt Street, - NEW YORK.

JOHN WILEY & SONS, 15 ASTOR PL. New York.

— Publishers of —
Scientific and Industrial Works.

Send for Catalogues and Circulars—Free by mail.

SUCCESS WATER WHEEL.



This Wheel is strong and durable. Exceeded all other wheels in the great trial tests. Is in use all over the nation. I also make a specialty of

Heavy Gearing and Machinery for Paper, Cotton And GRIST MILLS.
S. MORGAN SMITH
YORK, PA.

Pennsylvania Agricultural Works, York, Pa. Farquhar's Standard Engines and Saw Mills.



Address A. E. FARQUHAR & SON, York, Pa.

BRICK AND TILE MACHINERY
BEST IN THE WORLD.
Send for circular & prices.
J. W. PENFIELD & SON,
Willoughby, Ohio.



Stands Unrivaled. Look Box 96.

— For the Latest Improved —
FAST FEEDING

Planing Mill Machinery,

ADDRESS THE
Preble Machine Works Co.,
CHICAGO, ILL.

DON'T BUY AN ENGINE — OR — BOILER

Until you have seen our circulars. Engines complete from 5 to 120 horse power, both Vertical and Horizontal, at prices below those of other reputable makers. 1400 in use. Boilers of every style. Automatic Engines for Electric Lights. Centrifugal Pumping Machinery for Drainage or Irrigation. Established 25 years. Perfect satisfaction guaranteed. Ask for Circular M and address

Morris Machine Works,
BALDWINVILLE, N. Y.

STEAM PUMPS

— FOR EVERY DUTY. —
Best materials only used. Fully guaranteed and tested. It will pay you to write for prices.
HUGHES STEAM PUMP CO.
CLEVELAND, OHIO.
Donegan & Swift, New York, Agents.



PERFORATED METAL
FOR
COTTON SEED OIL MILLS
RICE MILLS
MINING SCREENS &c

THE ROBERT AITCHISON
PERFORATED METAL CO.
76 Van Buren St. Chicago, Ill.



OFFICE MANUFACTURERS' RECORD,
BALTIMORE, June 27, 1888.

In manufactured iron, business is dull, with prices as last quoted, viz:

Ref. Bar Iron, 1 to 6x3/4 to 1.....	W. 1.85¢	2.10¢
" " " 1 to 4x3/4 to 1.....	1.85¢	2.10¢
" " " 1/2 to 2, round and.....		
square.....	1.85¢	2.10¢
Hoop Iron, 1 1/2 wide and upward.....	3.30¢	2.50¢
Band Iron, from 1 1/2 to 6 1/2 wide.....	2.30¢	3.30¢
Horseshoe Iron.....	3.15¢	3.30¢
Hot Rolled Iron.....	3.15¢	3.30¢
Black Diamond Cast Steel.....	5 1/2¢	9 ¢
Machinery Steel.....	3 ¢	4 1/2¢
Spring Steel.....	2 1/2 ¢	4 ¢
Common Horse Nails.....	8 ¢	9 ¢
Railroad Spikes, 3/4x9-16.....	2.40 ¢	3 1/2 ¢
" " " 1/2 x 10.....	4 ¢	5 ¢
Iron Boiler Plate.....	4 1/2 ¢	5 ¢
Boiler Tubes.....	6 1/2 ¢	8 1/2 ¢ list.

The pig iron market shows no change of importance. Steel rails are quoted at \$30@ \$30 50, with sales at the lower figure. We quote :

Baltimore Charcoal Wheel Iron.....	\$8	00	00
Virginia C. B. Charcoal Wheel Iron....	18	00	00
Anchels, No. 1.....	17	00	00
" " ".....	18	00	00
" " ".....	17	00	00
" " ".....	14	00	00
" " ".....	14	00	00
" " ".....	14	00	00
Old Rails.....	20	50	00
Old Steel Rails.....	20	00	00
No. 1 Wrought Scrap.....	—	—	50
Old Car Wheels.....	18	00	00

The volume of trade continues light, and buyers who are now on the market are deterred from making heavy purchases for fear of probable declines in leading staples July 1st. Carriage bolts, picks, mattocks and kindred lines will, it is said, all doubtless be lower. The American Screw Co. under date of June 30th make the following changes in their discount sheet, viz: Bay State tire bolts 70 per cent., store and sink bolts 65 per cent., coach screws 75 per cent. Standard penny wire nails \$2.65 base f. o. b. Providence.

PHILADELPHIA, June 26, 1888.

Buyers have at last been obliged to come into market and make purchases of crude iron, in spite of their desire to wait for further developments. The only anticipation indulged in is that the necessities of makers may oblige them to make further shadings in order to obtain spot cash. It is admitted among consumers that there is very little legitimate room for lower crude iron prices. The chief activity of the past few days has been in standard and choice brands of both forge and foundry. Southern irons are nominally \$16, 16 and \$17.50 for the three kinds, but these prices do not attract buyers. Choice brands of No. 1 foundry sell at \$19; \$17.50 is obtained for No. 2, and \$16.50 for good forge. As quite a number of the mills will shut down next week for the usual summer rest, mill owners are not very urgent about stocking up at once; still, there is a feeling that the next 30 days should be taken advantage of to make liberal purchases for the fall. The wages question at Pittsburgh is being very closely watched. Some buyers have been asking for figures on plate, bar, sheet and other kinds of rolled and finished iron for the fall; but, while manufacturers are very anxious to secure business, they do not like to make quotations in view of the many uncertainties surrounding the trade for the next few weeks or months. Bars retail at 1.90, and from that down to 1.70; grooved skelp is 1.80; muck bars \$27 to \$28. The dullness in building is felt in the nail trade. There is very little new business in plate or tank; nothing much in structural iron. Steel rails are quoted at \$30 to \$30.50 at

mill. Blooms and billets are quoted at \$29 to \$34, according to use. Old rails are dull; tees \$21.

Specially reported by WARREN, WOOD & Co., Pig
Iron, 115 Broadway.

NEW YORK, June 26, 1888.

There is but little change to note in the iron market, except that prices continue to tend downward. Southern irons hold their own, and are being more and more appreciated. Buyers are keeping close watch of the market, and many will soon close for their fall and winter supply, believing no lower prices will be made this year, and some anticipate a sharp advance during the fall months. Stocks of No. 1 are light, and prices fair at \$18 to \$18.50 ex ship New York.

Specially reported by ROGERS, BROWN & Co., Pig
Iron Commission.

Generally speaking, the "waiting" spirit still prevails. This applies to the rank and file of buyers. Among the largest buyers, however, there has been decided activity all through the present month. The belief is growing that we have got down to the lowest figures. Some leading Southern companies acting on this conclusion have directed their agents to make no sales for deliveries scattered further than 60 days, and as most of the furnaces have sold all they can easily deliver for several months ahead, there is but little pressure now from the South. There are some influences that tend strongly to prevent any favorable reaction. One is the uncertainty as to the issue of the controversy between the rolling mills and ironworkers. As things look at the close of the week, it is hard to see how a strike July 1st can be avoided. The Chicago Convention has also drawn attention away from business, and the very hot weather has had a wilting and dispiriting effect. We quote for cash f. o. b. Cincinnati:

HOT-BLAST FOUNDRY.

Ohio and Southern Strong Coke No. 1.....	\$6 50	\$7 00
" " " "	No. 2.....	15 50
" " " "	No. 3.....	15 50
Ohio Soft Stonecoal,	No. 1.....	17 00
Ohio Soft Stonecoal,	No. 2.....	15 50
Mahoning and Shenango Valley Coals,	16 50	17 00
Hanging Rock Charcoal No. 1.....	30 00	32 00
" " " "	No. 2.....	31 00
Tennessee & Alabama Charcoal No. 1.....	17 00	18 50
" " " "	No. 2.....	17 50

Specially reported by Gmo. H. HULL & Co., Commission Merchants for the sale of Hot and Cold Blast Pig Iron.

LOUISVILLE, KY., June 25, 1888.

There has been an increase in the volume of business, and contracts running through the year for large amounts have been made. Buyers in most instances are quite willing at present prices to contract for four months' delivery, and in some cases prices on large amounts of iron to run for twelve months have been asked for. The trouble caused by the strike in the Birmingham district has had some effect in holding prices firm. Old car wheels and rails are abundant, but few buyers in the market. We quote:

PIG IRON.		
Southern Coke, No. 1 Foundry.....	\$16 00	@ \$17 00
" " " "	15 00	@ 16 00
" " " "	14 50	@ 15 00
Hanging Rock Coke, No. 1 Foundry.....	16 50	@ 17 00
" " Charcoal, No. 1 Foundry	20 50	@ 22 00
Southern Charcoal, No. 1 Foundry.....	17 50	@ 17 75
Silver Gray, different grades.....	13 50	@ 14 95
Southern Coke, No. 1 Mill, Neutral.....	12 75	@ 13 85
" " " "	12 50	@ 13 95
" " " "	12 50	@ 13 95
Southern Charcoal, No. 1 Mill.....	13 50	@ 14 75
White and Mottled, different grades.....	10 00	@ 12 50
Southern Car Wheel standard brands.....	11 50	@ 12 50
" " other brands.....	11 00	@ 12 50
Hanging Rock Cold Blast.....	22 50	@ 24 50
" Warm	12 50	@ 12 50

Specially reported by HALL BROTHERS & Co., Pig
Iron Commission.

LOUISVILLE, Ky., June 25, 1888.

The market is still in an unsettled and unsatisfactory condition. The developments of the past week have served to demonstrate that while large sales have been made, some of the orders have been booked at an actual loss. The principal sales were made of stocks that had been accumulating for some time past by furnaces that were not willing to accept the decline. A number of heavy sales, however, for forward delivery have been made also, but at a shade below the transactions of the past week. There is quite a difference between the views of the different furnacemen at the present, and orders for several thousand tons have been refused by some furnaces and accepted by others. We revise our quotations, which are for cash f o b. Louisville:

HOT BLAST FOUNDRY IRONS.					
Southern Coke, No. 1.....			\$16	00	16
" " " " " " " "			15	00	15
" " " " " " " "		2 1/2	14	50	15
Mahoning Valley, Lake ore mixtur....			18	00	18
Southern Charcoal, No. 1.....			17	00	17
" " " " " " " "			16	00	16
Missouri " " " " " " " "		1	19	00	19
" " " " " " " "		2	18	50	19

FORGE IRONS.		
Neutral Coke.....	\$13	85@14 00
Cold Short.....	13	00@13 50
Mottled.....	12	25@12 50
CAR WHEEL AND MALLEABLE IRONS.		
Southern (standard brands)	\$18	00@18 00
" (other brands).....	18	00@18 50
Lake Superior.....	21	50@22 00

Specially reported by ROGERS, BROWN & Co. W.
W. BACKMAN, Resident Agent.

Political excitement has prevented the transaction of much business in this market this week. It is thought that there is a better feeling, and that when matters are a little more settled, there will be more liberal



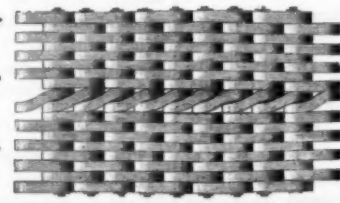
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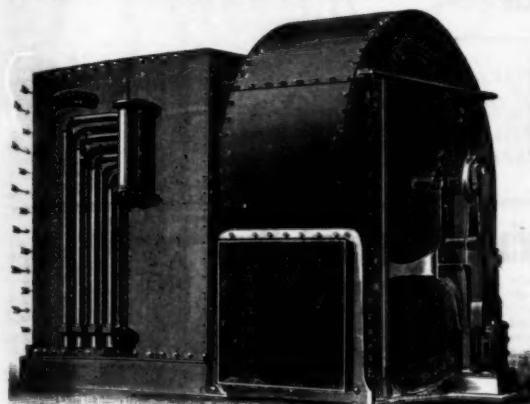
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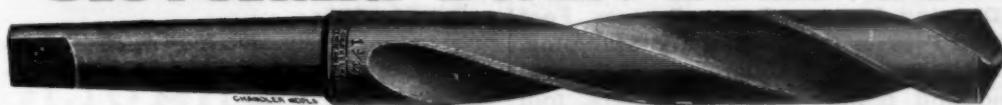
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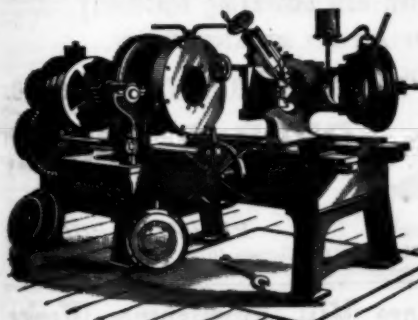
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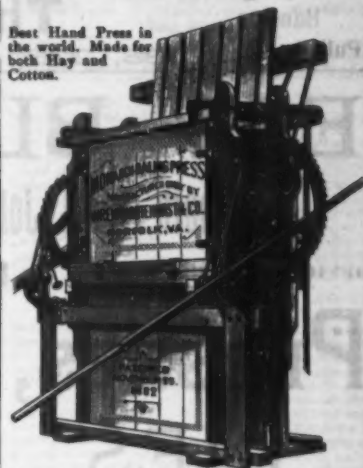
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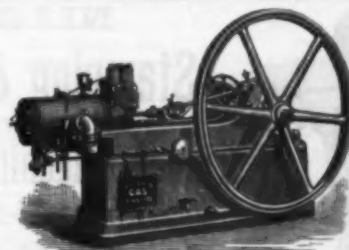
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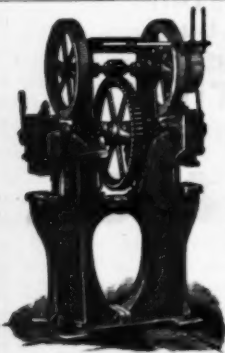
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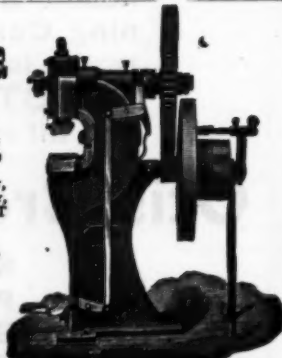
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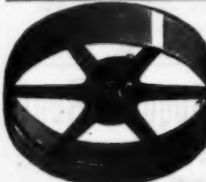
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Knox, 198 1/2

Plane Iron, Ohio Tool Co.	dis	90	5	
Plane Iron, Sandusky Tool Co.	dis	90	5	
Midwestern Mfg. Co., single and cross-cut	dis	80	5	
Midwestern Mfg. Co., double	dis	85	40	
PLIERS AND NIPPERS.					
Butron's Patent	dis	50	5	
Hall's Fat Compound Lever Cutting Nippers, No. 2, 3 in. \$1.50; No. 4, 7 in. \$1.75	dis	50	5	
Gas Pliers	dis	50	5	
Acme Combined Plier and Wire Cutter, 4 1/2-inch, \$2.00; 6-inch \$2.50; 8-inch, \$3.00; 10-inch, \$3.50; 12-inch, \$4.00; 14-inch, \$4.50; 16-inch, \$5.00; 18-inch, \$5.50; 20-inch, \$6.00; 22-inch, \$6.50; 24-inch, \$7.00; 26-inch, \$7.50; 28-inch, \$8.00; 30-inch, \$8.50	dis	50	5	
PLUMBS AND LEVELS.					
Diston's	dis	45	5	
Stanley R. & L. Co.'s Pat. Adjustable	dis 65	80	5	5	
Stanley R. & L. Co.'s Non-Adjustable	dis 65	80	5	5	
Chapin's Patent Adjustable	dis	65	80	5
Chapin's Non-adjustable	dis	65	80	5
Standard Rule Co.'s New Adjustable	dis	65	80	5
Standard Rule Co.'s Non-Adjustable	dis	65	80	5
Pocket Levels	dis	65	80	5
PRESSES (Fruit and Jelly).					
Shepard's "Queen City"	dis	40	5	
RAIL.					
Sliding Door, Wrought Brass	dis	35	5	
Sliding Door, Bronzed Wrt. Iron	dis	35	5	
Sliding Door, Iron, Painted	dis	35	5	
Bars Door	dis	35	5	
R. D. for N. E. Hangers	dis	35	5	
Per 100 feet	dis	35	5	
Small. Med. Large.	dis	35	5	
Per 100 feet	dis	35	5	
RIVETS.					
Iron and Tuned, new list, Nov. 17, 1887	dis	50	5	
In bulk, new list, Dec. 10, 1887	dis	50	5	
Copper, 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	dis	50	5	
Iron	dis	50	5	
Copper	dis	50	5	
Steel	dis	50	5	
Aluminum	dis	50	5	
Brass	dis	50	5	
Lead	dis	50	5	
Cast Iron	dis	50	5	
Wrought Iron	dis	50	5	
Steel	dis	50	5	
Aluminum	dis	50	5	
Brass	dis	50	5	
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Wrought Iron	dis	50	5	
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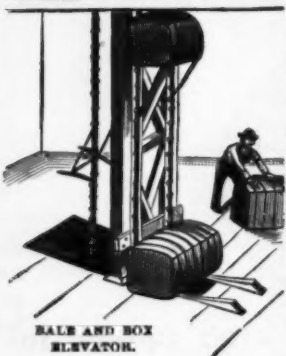


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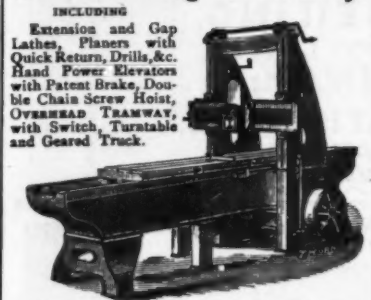
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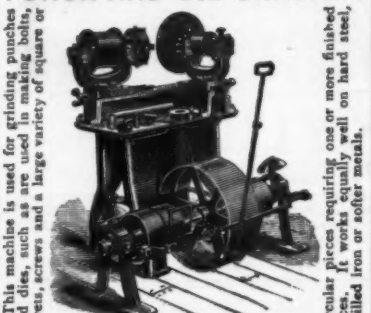
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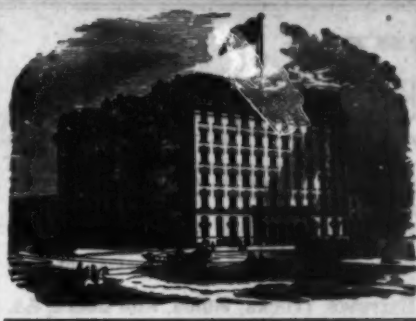
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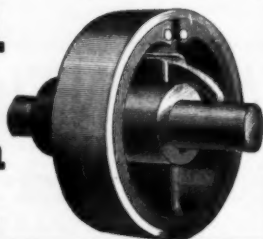
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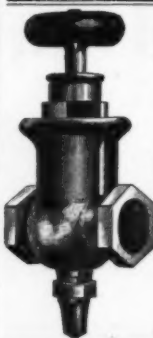
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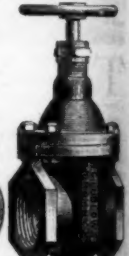
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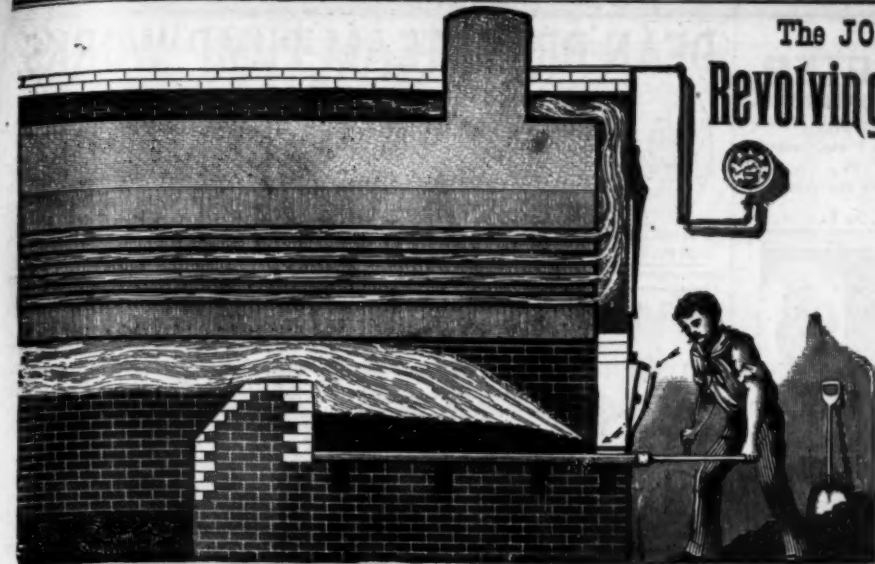
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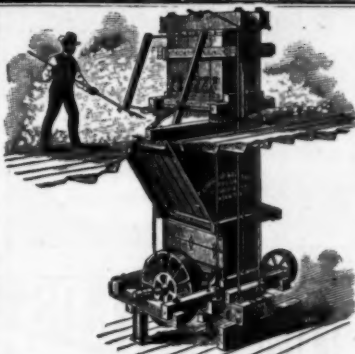
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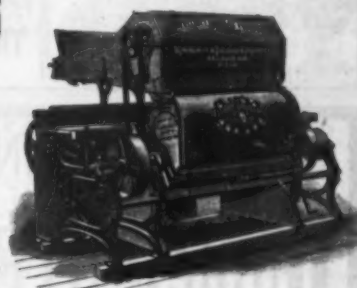
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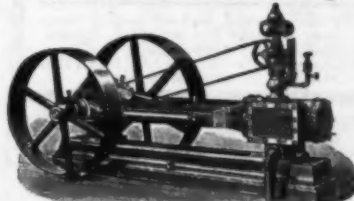
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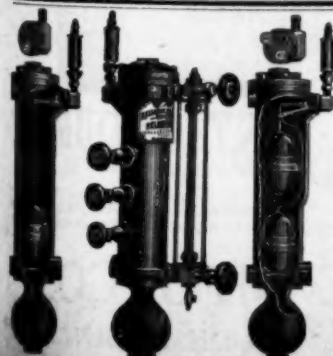
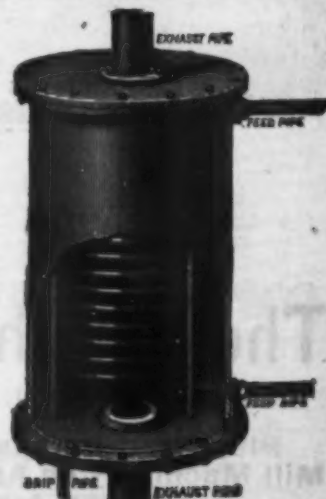
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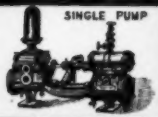


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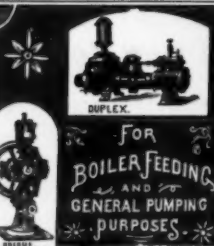
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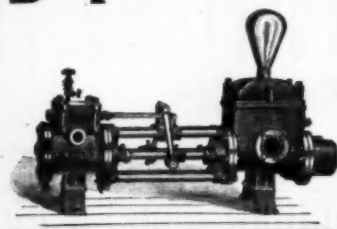
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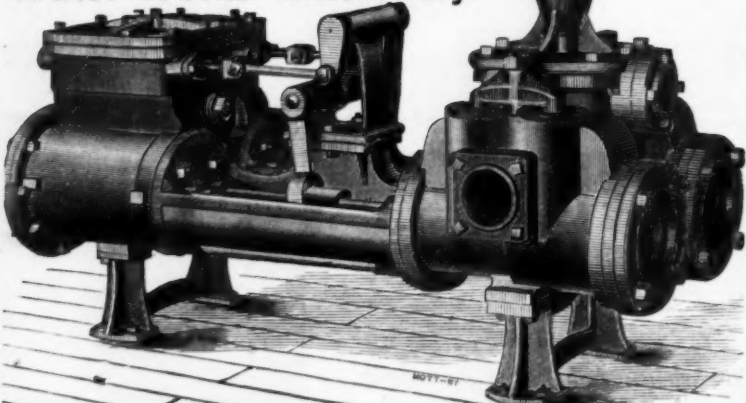
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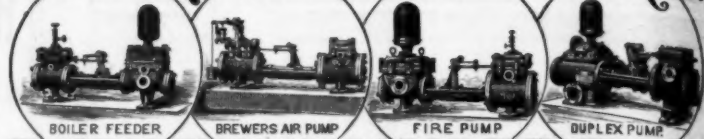
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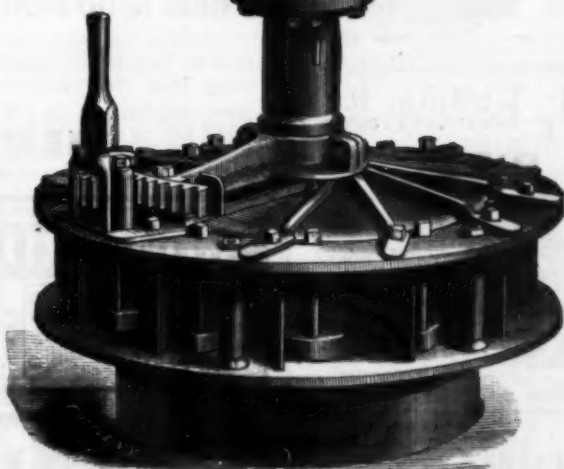
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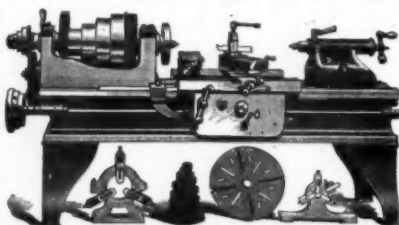
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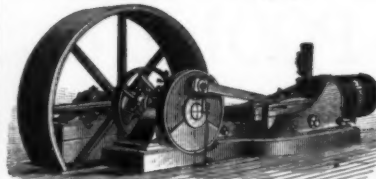


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